Appendix A

Noise Exposure Map Documentation





This appendix includes the Federal Aviation Administration's (FAA's) Letter of Acceptance for the Existing Conditions (year 2019) and Future Conditions (year 2024) Noise Exposure Maps (NEMs) for the Newark Liberty International Airport (EWR) 14 CFR Part 150 Study, as well as the Federal Register publication of, "Noise Exposure Map Notice for Newark Liberty International Airport, Newark, New Jersey" online and in local newspapers.





Federal Aviation Administration Letter of Acceptance for NEM



New York Airports District Office 1 Aviation Plaza, Suite 111 Jamaica, NY 11434 (718) 995-5790

of Transportation

Federal Aviation

Administration

January 15, 2019

Mr. Michael Moran General Manager, Aviation Regulatory & Operational Support Port Authority of New York and New Jersey Aviation Department 4 World Trade Center 150 Greenwich Street, 18th Floor New York, New York 10007

RE: Newark Liberty International Airport 14 CFR Part 150 Study-FAA Acceptance of Noise Exposure Maps

Dear Mr. Moran:

This letter is to notify you that the Federal Aviation Administration (FAA) has evaluated and accepted the Noise Exposure Maps and supporting documentation dated January 2019 and received January 15, 2019 for Newark Liberty International Airport.

The sponsor certification states the 2019 and 2024 Noise Exposure Maps for Newark Liberty International Airport are true and complete as of the date of submission. Between the completion of the analysis in the development of the Noise Exposure Maps and final submittal, no substantial changes to the ongoing operations at Newark Liberty International Airport have occurred.

Therefore, in accordance with 49 U.S.C. Section 47503 (formerly the Aviation Safety and Noise Abatement Act of 1979), as amended, we have determined that:

- 1. The 2019 noise contours and supporting documentation meet the requirements for the current Noise Exposure Map as of the date of submission as set forth in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning*, Section 150.21, and are accordingly accepted under this Part.
- 2. The projected aircraft operations, and the 2024 noise contours and supporting documentation are accepted as the description of the future conditions as set forth in Part 150, and are accordingly accepted under this Part.
- 3. The documentation provides sufficient evidence consultation was accomplished in accordance with Section 150.21(b).



2

The FAA's acceptance of the Noise Exposure Maps is limited to the determination that the maps were developed in accordance with the procedures contained in Appendix A of Part 150. Such acceptance does not constitute approval of your data, information, or plans.

The FAA will publish a notice in the *Federal Register* announcing the acceptance of the Noise Exposure Maps for Newark Liberty International Airport. The FAA's acceptance of these Noise Exposure Maps under Part 150 in no way approves or endorses a Noise Compatibility Program, potential related federal funding of projects identified in such a program, or any related operating restrictions at the subject airport.

Should any questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on the Noise Exposure Maps, you should note that the FAA will not be involved in any way in the determination of relative locations of specific properties with regard to the depicted noise contours, or in interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provision of Title 49 U.S.C. 47506. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's acceptance of your Noise Exposure Maps. Therefore, the responsibility for the detailed overlaying of noise contours onto the maps depicting properties on the surface rests exclusively with you the airport operator, or those public agencies and planning authorities with which consultation is required under Title 49 U.S.C 47503. The FAA relies on the certification by you under 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished. (14 C.F.R. 150.5)

Your notice of this determination, and the availability of the Noise Exposure Maps, which when published at least three (3) times in a newspaper of general circulation in the county where the affected properties are located, will satisfy the requirements of Title 49 U.S.C. 47506 of the Act. A sample publication announcement has been enclosed for your use.

Your attention is called to the requirements of Section 150.21(d) of Part 150, involving the prompt preparation and submission of revisions to these maps, if any actual or proposed change in the operation of the subject airport might create any substantial, new non-compatible land use in any areas depicted on the maps, or if there would be a significant reduction in noise over existing non-compatible land uses that is not reflected in either map now on file with the FAA.

Thank you for your continued interest in noise compatibility planning.

Sincerely,

Evelyn Martinez

Manager, New York Airports District Office

Suly Markny

Enclosure



Sample Notice 6 – Local Newspaper Notice of NEM Acceptance

SAMPLE

NOISE EXPOSURE MAP ACCEPTANCE PUBLIC ANNOUNCEMENT IN LOCAL NEWSPAPER – TO BE PUBLISHED THREE TIMES

Pursuant to Section 107(a) & (b) [Title 49, United States Code, Section 47506] of the Airport Safety and Noise Abatement Act of 1979, as amended, notice is hereby given that on **Date**, the Federal Aviation Administration has completed its evaluation of, and has formally accepted the Noise Exposure Maps for **Airport Name**, located in **City**, **State** that were prepared pursuant to Title 14, Code of Federal Regulations, Part 150 (14 CFR Part 150). These maps and supporting documentation are available for public review at the offices of the **Aviation Director's Name**, **Sponsor's Name**, **Address**, **City**, **State Zip**.





Federal Register/Vol. 84, No. 112/Tuesday, June 11, 2019/Notices

27183

Wednesday, June 26, 2019. Persons wishing to speak are requested to register at the door between 12:45 p.m. and 3:15 p.m., EDT, on Wednesday, June 26, 2019, and will be called on during the public session. For registered speakers, TVA will set time limits for providing oral comments. Handout materials should be limited to one printed page. Any member of the public is also permitted to leave a written statement with the Council after or in lieu of the member's oral presentation.

Dated: June 4, 2019.

Joseph J. Hoagland,

Vice President, Enterprise Relations and Innovation, Tennessee Valley Authority. [FR Doc. 2019–12243 Filed 6–10–19; 8:45 am] BILLING CODE 8120–08-P

TENNESSEE VALLEY AUTHORITY

Agency Information Collection Activities: Proposed Collection; Comment Request

ACTION: 30-Day notice of submission of information collection approval and request for comments.

SUMMARY: This is a request for reinstatement of the Land Use Survey Questionnaire—Vicinity of Nuclear Power Plants (OMB No. 3316–0016) for which approval has expired. The information collection described below will be submitted to the Office of Management and Budget (OMB) at, oira_submission@omb.eop.gov, for review, as required by the Paperwork Reduction Act of 1995. The Tennessee Valley Authority is soliciting public comments on this proposed collection.

DATES: Comments should be sent to the TVA Senior Privacy Program Manager and the OMB Office of Information & Regulatory Affairs, Attention: Desk Officer for Tennessee Valley Authority, Washington, DC 20503, or email: oira_submission@omb.eop.gov, no later than July 11, 2019.

ADDRESSES: Requests for information, including copies of the information collection proposed and supporting documentation, should be directed to the Senior Privacy Program Manager: Christopher A. Marsalis, Tennessee Valley Authority, 400 W Summit Hill Dr. (WT 5D), Knoxville, Tennessee 37902–1401; telephone (865) 632–2467 or by email at *camarsalis@tva.gov*.

SUPPLEMENTARY INFORMATION:

Type of Request: Reinstatement of a previously approved collection for which approval has expired.

Title of Information Collection: Land Use Survey Questionnaire—Vicinity of Nuclear Power Plants.

OMB Approval Number: 3316–0016. Frequency of Use: Annual.

Type of Affected Public: Individuals or households, farms and business and other for-profit.

Small Businesses or Organizations Affected: Yes.

Federal Budget Functional Category Code: 271.

Estimated Number of Annual Responses: 150.

Estimated Total Annual Burden Hours: 75.

Estimated Average Burden Hours per Response: .5.

Need For and Use of Information:
This survey is used to locate, for
monitoring purposes, rural residents,
home gardens, and milk animals within
a five mile radius of a nuclear power
plant. The monitoring program is a
mandatory requirement of the Nuclear
Regulatory Commission set out in the
technical specifications when the plants
were licensed.

Andrea S. Brackett,

 $\label{eq:Director} Director, TVA\ Cybersecurity. \\ [FR\ Doc.\ 2019–12272\ Filed\ 6-10-19;\ 8:45\ am] \\ \textbf{BILLING\ CODE\ 8120-08-P}$

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Noise Exposure Map Notice for Newark Liberty International Airport, Newark, New Jersey

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA announces its determination that the noise exposure maps submitted by the Port Authority of New York and New Jersey for Newark Liberty International Airport are in compliance with applicable requirements.

DATES: The effective date of the FAA's determination on the noise exposure maps is January 15, 2019.

FOR FURTHER INFORMATION CONTACT:

Eastern Region Airports Division (AEA–600), Andrew Brooks, Environmental Program Manager, Federal Aviation AMMINISTRATION, AEA–600, 1 Aviation Plaza, Jamaica, New York, 11434, Telephone: (718) 553–3330.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Newark Liberty International Airport under the provisions of 49 U.S.C. 47501

et. seq (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements of 14 CFR part 150, effective January 13, 2004. Under 49 U.S.C. Section 47503 of the

Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations during a forecast period that is at least five (5) years in the future, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by the FAA to be in compliance with the requirements of 14 CFR part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing noncompatible uses and prevent the introduction of additional noncompatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the Port Authority of New York and New Jersey. The documentation that constitutes the "Noise Exposure Maps" (NEM) as defined in Section 150.7 includes a 2019 Base Year NEM, Figure 5-1, and a 2024 Future Year NEM, Figure 5-2, located in Chapter 5 of the NEM Report. Details of the NEM contours are provided by Runway end in Figures 5-3 through 5–6 of Chapter 5. The figures contained within Chapter 5 are scaled to fit within the report context; however, the official, to scale, 2019 Base Year NEM and 2024 Future Year NEM are identified as Figures 5-9 and 5-10 and are both located in an attachment to the official NEM Report submittal.

The Noise Exposure Maps contain current and forecast information including the depiction of the airport and its boundaries, the runway configurations, land uses such as single and two-family residential; multi-family residential; mixed residential and commercial; commercial and office; industrial and manufacturing; transportation, parking and utilities; public facilities and institutions; unclassified; open space, cemetaries, and outdoor recreation; vacant land; places of worship; schools; historic

27184

structures; hospitals; and day care/ assisted living facilities and those areas within the Day Night Average Sound Level (DNL) 65, 70 and 75 noise contours. Estimates for the area within these contours for the 2019 Base Year and 2024 Future Year are shown in Table 5-4 of Chapter 5 of the NEM Report. Estimates of the residential population within the 2019 Base Year and 2024 Future Year noise contours are also shown in Table 5-1 of Chapter 5 of the NEM Report. Figure 2-4 in Chapter 2 displays the location of noise monitoring sites. Flight tracks are found in Figures 4-7 and 4-8 of Chapter 4 and detailed in Appedix D. The type and frequency of aircraft operations (including nighttime) are found in Appendix D.2, Tables 5, 6, 7 and 8.

As discussed in Chapter 6 of the NEM Report, the Port Authority of New York and New Jersey provided the general public the opportunity to review and comment on the NEMs. This public comment period opened on September 13, 2018 and closed on October 15, 2018. Public workshops for the Draft NEMs were held on September 25 and September 26, 2018. All comments received during the public comment period and throughout the development of the NEMs, as well as responses to these comments, are contained in Appendix H of the NEM Report.

The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on January 15, 2019.

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in Appendix A of 14 CFR part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under Section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local

responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning authorities with which consultation is required under Section 47503 of the Act. The FAA has relied on the certification by the airport operator, under Section 150.21, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration,

Eastern Region, Airports Division, AEA–600, 1 Aviation Plaza, Jamaica, New York 11434

Federal Aviation Administration, New York Airports District Office, 1 Aviation Plaza, Jamaica, New York 11434

The Port Authority of New York and New Jersey, Aviation Department, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, New York 10007

FOR FURTHER INFORMATION CONTACT:

Eastern Region Airports Division (AEA-600), Andrew Brooks, Environmental Program Manager, Federal Aviation Administration, AEA-600, 1 Aviation Plaza, Jamaica, New York 11434, Telephone: (718) 553–3330.

Issued in Jamaica, NY, on June 3, 2019. **Steven M. Urlass,**

Director, Airports Division, Eastern Region. [FR Doc. 2019–12183 Filed 6–10–19; 8:45 am] BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration [Summary Notice No. PE-2019-34]

Petition for Exemption; Summary of Petition Received; Textron Aviation Inc.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of Federal Aviation Regulations. The purpose of this notice is to improve the public's awareness of, and participation in, the

FAA's exemption process. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATES: Comments on this petition must identify the petition docket number and must be received on or before July 1, 2019.

ADDRESSES: Send comments identified by docket number FAA–2016–7819 using any of the following methods:

- Federal eRulemaking Portal: Go to http://www.regulations.gov and follow the online instructions for sending your comments electronically.
- Mail: Send comments to Docket Operations, M–30; U.S. Department of Transportation (DOT), 1200 New Jersey Avenue SE, Room W12–140, West Building Ground Floor, Washington, DC 20590–0001.
- Hand Delivery or Courier: Take comments to Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.
- *Fax*: Fax comments to Docket Operations at 202–493–2251.

Privacy: In accordance with 5 U.S.C. 553(c), DOT solicits comments from the public to better inform its rulemaking process. DOT posts these comments, without edit, including any personal information the commenter provides, to http://www.regulations.gov, as described in the system of records notice (DOT/ALL-14 FDMS), which can be reviewed at http://www.dot.gov/privacy.

Docket: Background documents or comments received may be read at http://www.regulations.gov at any time. Follow the online instructions for accessing the docket or go to the Docket Operations in Room W12–140 of the West Building Ground Floor at 1200 New Jersey Avenue SE, Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT:

Deana Stedman, AIR–673, Federal Aviation Administration, 2200 South 216th Street, Des Moines, WA 98198, phone and fax 206–231–3187, email deana.stedman@faa.gov; or Alphonso Pendergrass, ARM–200, Office of Rulemaking, Federal Aviation Administration, 800 Independence Avenue SW, Washington, DC 20591, phone 202–267–4713, email alphonso.pendergrass@faa.gov.

This notice is published pursuant to 14 CFR 11.85.





A4 WEDNESDAY, FEBRUARY 27, 2019 THE STAR-LEDGER, AFFILIATED WITH NJ.COM

Conviction

of the two assistant prosecutors on the case, Christopher Decker and Meghan Doyle.

"Their tireless pursuit of justice in this case was really awe-inspiring to us, and we're incredibly proud of their hard work, 'Lirskey said.' They've worked iong and hard on this case, and it's been a really long root as a case, and it's been a really long root.

with the keys inside to make it appear as if she jumped off

Short is body his an them food. The state presented as Serra's body likely treeded "The state presented as the state of th



with the keys inside to make it appear as if she jumped off the bridge.

Stern's body has not been found. The state presented an expert on ocean tides from Butgers University who testifies that Stern's body likely traveled 7 miles out to sea within 24 doubter. Sarah Stern. Michael Mancuso, for The Star Ladger when the state of t

ment of human remains and agreed to testify against his friend and former roommate. He will likely get 20 years in prison at his sentencing on May. At witness stand how the plan to rob Stern took shape afters the found a shoebox full of cash left by her late mother in a family home in Avon-bythe-Sea. McAtanay was with Stern when she found the cash,

McAtasney thought there was as mucn as MOUDUD in use schecks, according to Taylor. "At first we started discussing the fact that it was a lot of money, what we would do if we had that type of money," Tay-lor said. "And then the conversation evolved into, 'Well, what if we did have that type of money,' specifically her money. That was when the kidea to rob her came about."

That was when the idea to rob her came about."

McAtasney, in a later conversation at the bar where Taylor
worked, then made a shocking statement, according to the
latter's testimony: "It was the type of money that someone
would kill for."

Baroni



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SHOP HANDCRAFTED NEWARK LIBERTY INTERNATIONAL AIRPORT

national Aliport (EWR), located in the counties of Union and Es-New Jersey that was prepared pursuant to Title 14, Code of roal Regulations, Part 150 (14 CFR Part 150). These maps and orting documentation are accessible for public review online at

UNIVERSITY HOSPITAL

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THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

ant to Section 107(a) & (b) [Title 49, United States Code, Sec-17505] of the Airport Safety and Noise Abatement Act of 1979, nended, notice is hereby given that on January 15, 2019, the

NEW YORK STEWART INTERNATIONAL AIRPORT AIRPORT OPERATOR SERVICES

Industry WebEx Date and Time:
The Industry Brising WebEx will take place on Monday, March 11,
2019 at 2:00 p.m. EST. Firms may register for the WebEx by violing
that rilevan bendani jovohalevarietheiding!
To learn about New York Stewart International Aleport, visit
https://www.safny.com.

INDUSTRY BRIEFING

The US. attorney's office, though, said in its sentencing memorandmu to the court that the facts showed Barroi did more than just commit a significant fraud and misapplication of jubile against property.

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Lawsuit on Miss America 'takeover' is withdrawn

Wayne Parry Associated Press

A lawant chaining "an this cognatization is being tillegal and bad-faith takeover? of the Miss American and the Competition of the Competition o

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Since enrolling in a Spravato trial two years ago, Prothro says her depression has
lifted and she's returned

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for depression since the make iteres disorder.

"Substantially direct and the properties of th

INDUSTRY BRIEFING NEW YORK STEWART INTERNATIONAL AIRPORT AIRPORT OPERATOR SERVICES

The Port Authory of New York is New Steep Written to participate in an important Industry Birling WebEr regarding to participate in an important Industry Birling WebEr regarding status aciditation for Alphort Operation Services at New York Silowar International Aliport. The purpose of this Industry Birling is to provide interested particles with summary information on the second claveroes anticipated procusement process, schedule, and other information appropriate to Inform interested particle at this time.

Industry WebEx Date and Time:
The Industry Briefing WebEx will take place on Monday, March 1:
2019 at 2:00 p.m. EST. Firms may segister for the WebEx by visitin

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

NEWARK LIBERTY INTERNATIONAL AIRPORT

http://panynipart150.com/EWR_FNEM.asp

THE STAR-LEDGER, AFFILIATED WITH NJ.COM WEDNESDAY, MARCH 6, 2019 A9



King Kong Bundy, whose real name was Christopher Pallies, died on Mor day. He was listed as 6-foot-4, 458 pounds. WWE via AP file

King Kong Bundy, wrestler who feuded with Hulk Hogan, dies at 61

King Kong Bundy, who in which Bundy challenged dent circuits. Tose to fame as a rival to Hogan for his world heavy- Bundy parlayed his WWF Champion Hulls weight Itile in late 1998s, pro-wrestling fame into Hogan in the mid-1980s. That culminated at Wrestle-died Monday of undis- Morting of undis- Morting the Morting of undis- Morting the Morting of the Morting the

indogan in the mid-1980b, dided Monday of mad Mania it and part 1980, when the consect are separated to the consection of the consection o

claimed was a then-record nine seconds (the match was not actually that short)

MAKE-A-WISH: COUNTING! WheelsForWishes.org Call:(973)536-0606 * Car Consider Procedulars of the White Art Whites To have more about our programs or





Nation's cancer chief named acting FDA head



Luaris McGinley and Amy Goldstein: Windingster Neur North Starpte North North Starpte North North Starpte North North

before the House Energy and Commerce Committee's badding before the House Energy and Commerce Committee's badding before the Committee's badding before the Committee's badding and passion for before garding and the Badding and passion for before garding and passion for being partiests make him an about the Committee's badding and passion for being parties garding and the Committee's badding and the Committee's badding

Confederate icon is removed from old courthouse

Tom Foreman Jr. and Jonathan Drew Associated Pre-

Howard Stow, 62, watched the workers' progress through-out the morning, occasionally snapping pictures with his cellphone. He said the removal was a waste of taxpayer money and an overall Travesty."

"I don't see where it's a missance or a bother to anybody," said sow. "It's been there It's years, and you're going to cell lime in one year all of a sudden it's a problem? No. it's not." But Chris Lutz said he was pleased the city had made good on week of planning to rebeare the sature. Protesters as readst smoke.

s racist symbols.
"I'm excited that it's down," said Lutz, 27. "I thought it vas going to be much longer, much more arduous."
Winston-Salem had more leeway than most North Caronia cities because the old courthouse property had passed



LGBT rights bill lacks Republican support

The LOBT rights movement too [registed reprises and the common of the co

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

NOISE EXPOSURE MAP ACCEPTANCE
PUBLIC ANNOUNCEMENT

NEWAPU IMPORTY MITEMATIONAL AIRPORT

SEEKS is hopeful that
federal courts may broaden

NEWARK LIBERTY INTERNATIONAL AIRPORT

ity Act eventually will b needed to "fill all the gaps and provide comprehensiv

P NORTHJERSEY.COM I WEDNESDAY, FEBRUARY 27, 2019 I 13M

Carole L. D'Amico, R.M.
Bicrough Clerk
ORDINANCE #2919-02
BOROUGH OF LODI
COUNTY NE PAPER

SA. 18A7G-1 states,

Bids will be mosived from a Contractor for one pice for entire project, all

Bids will be mosived from a Contractor for one pice for entire project, all

Trades, althorisation. Biddeer must be pre-qualified by the New Jersey Department of Treasury, Dission of Property Management and Contraction (GPMC)

(COSS) General Construction and Contraction (J.A.A. 18, 146-27), element

(COSS) General Construction and Contraction (Alternation of Alternation (Alternation of Alternation of Alternation of Alternation of Costs).

Bidders are required to complete and submit a Disclosure of Investment Ac-ties in Itan Form in accordance with N.J.S.A 52:32-56 and N.J.S.A. 18A-18A-

CLCLA ANNE FAMILYTWA are hereby surrenced and required to serve upon PHELAN HALLINAN ACMD & JONES, PC Plaintiffs Attorney, whose address is 1617 JFK Bou-d, Suite 1400, Philadelphia, PA 19103, an answer to the complaint.

the Animal Control Provider to: A. Poside training for the cat colony Caregivers; B. Help to reactive any complaints over the conduct of a Feral Cat Colony Beight in reside any promption where the content of a Find Col Coling.

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STUDY AND REVIEW
The Borough shall study the effectiveness of the TNR Program and review
the continuance of this Ostinanos. This Ordinance, however, shall continue
as noninfed until executively controlled to executed.

Pursuant to Section 107(a) & (b) [Title 49, United States Code, Section 47505] of the Airport Safety and Noise Abatement Act of 1979, as amended, notice is hereby given that on January 15, 2019, the Federal Avised Administration has completed its evaluation of, and has formally accepted the Noise Exposure Maps for Newark Liberty.

INDUSTRY BRIEFING NEW YORK STEWART INTERNATIONAL AIRPORT AIRPORT OPERATOR SERVICES

as provided until specifically reached or arrended.

ACALD MARIALES CALLASS floars, enripriyens, and appets, nor the persons or agreed as the control of the

L. The colony Casegiver must obtain proper medical attention for any colony call that appears to equire it through Bergen County Animal Control or Ber-pen County Animal Shelter.

M. The colony Casegiver must undergo training for themselves and their re-sponsible substituties in the proper management of a colony as developed

PUBLIC NOTICES

In order to be eligible to submit a Bid for the Project, the Bidder shall be classified by the New Jersey Department of Treasury, Division of Property Management and Construction (DDMC) in one of the following depositors:

Biddens are required to comply with the requirements of N.J.S.A. 10.5-31 of Pursuant to N.J.S.A. 34:11-56:50 et seq., Bidders and their subcontractors are required to be registered with the New Jersey Department of Labor and to pos-sess a current Certificate from said Department indicating compliance at the time of bidder.

congages in see the land neserounter described on the expressed condition the uch conveyance would be void if payment should be made according to it into a said. Note. The Mortgage was recorded in the Office of the lerk/Register of the County of Bergen on May 06, 2007 in Mortgage Boo 7/21 Page 8(3)2. The within mortgage is not a surchase money mortgage.

NORTH ARLINGTON-LYNDHURST JOINT SEWER MEETING NOTICE OF AWARD — PROFESSIONAL SERVICES THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY NOISE EXPOSURE MAP ACCEPTANCE PUBLIC ANNOUNCEMENT NEWARK LIBERTY INTERNATIONAL AIRPORT

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The Record Wednesday, March 06, 2019

Port Authority of New York & New ... Miller Advertising M-2-All

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THE BERGEN COUNTY UTILITIES AUTHORITY LITTLE FERRY, NEW JERSEY	DERGEN COUNTY SHERIFF 19000219	OFFICE OF THE BERGEN COUNTY SHERIFF 19000251	and encumbrances on the property which is the subject matter of this	And the second control of the second control	me directed and delivered and delivered and will easy public verses at the 5 county Plaza, and accept
Sealed bids for furnishing GOODS, SUPPLIES AND SERVICES will be received by The Remon County LISS.	SHERIFF'S NOTICE SUPERIOR COURT	SHERIFF'S NOTICE SUPERIOR COURT OF NEW JERSEY	brances provided to the Shell' at this time are as follows: (set forth list for	ority Over The Lien Being Foreciped And, If So The Current Amount Due	sack, NJ 07601 on Friday, MARCH
ies Authority (hereinafter called the "Owner") at the offices of the Owner,	CHANGER COUNTY	CHANCERY DIVISION BERGEN COUNTY	Sens) OR N/A. This notice is further subject to Conditions of Sale as set both by the Sharlf of Barren County	Thereon. Together with all and singular the	at two o'clock in the valing time: The property to be as
Administration Building, Foot of Mehrhof Road, in Little Ferry, New Jersey (1264) on March 19, 9519 of	Between Plaintif: JPMORGAN CHASE DANK NATIONAL ASSOCIA	DOCKET NO. F-02690117 Between Plaintit: BRANCH BANK-	and is subject to the terms and condi- tions of the Foreciosure Fairness Act.	hereditaments and appurtenances thereunto belonging or in anywise	the municipality of 6 FAIRLAWN in the Co
10:00 AM , at which time they will be publicly opened and read. Bids for	ATION, and Defendant MODESTO LORA AND ANA LORA, HUSBAND	fendant, KAREN LACORTE: PAT- RICK LACORTE: Civil Action - Writ of	Surplus Money: If after the sale and satisfaction of the mortgage debt, in-	appertaining and the reversion and remainders, rents, issues and profits thereof, and also, all the extrate, right	Tax LOT 2 BLOCK 28
through a "Fair and Open" process in accordance with NJ.S.A. 19:44A-	WINDMULLER; AND STATE OF NEW JERSEY, Civil Action - Writ of	Phelan, Hallinan, Diamond & Jones, PC	mains any surplus money, the money will be deposited into the Superior	title, interest, use, property, claim and demand of the said defendants of, in,	WOOD AVENUE, F
accordance with NJ.S.A. 1944A- 20.4 et. seq. Bids will be received for the following Bers: Contract No. 16/07: Stank Detect for	Execution Date: 12/20/2018 MCCALLA RAYMER LEIBERT	Phelan, Halliman, Diamond & Jones. AGO Fellowship Plant Diamond Market Plant Marke	claiming the surplus, or any part thereof, may file a motion pursuant to	pay and satisfy in the first place unt the said plaintiff the sum of \$751,948.	ly) SS X 100 X SS X 1 Nearest Cross Street
Contract No. 19-07: Stack Retest for Cogeneration Engine 3	485 ROUTE 1 SOUTH BUILDING F	By virtue of the above stated writ to me directed and delivered, I have lev-	the nature and extent of that person's	45, plus interest thereon; 20% of the purchase price in the form of certified Charle or Carle is m.	AVENUE SO FEET WEST SIDE OF IA
forms in the manner designated in the Contract Documents. They must	SUITE 300 ISELIN, NJ 08830	public venue at the Sheriff's Office in the City of Hackensack, 2 Bergen	ing payment of the surplus money. The Sheriff or other person conduct-	quired at time of sale. The property shall be sold subject to all liens and	RACE The sale is subject
be enclosed in sealed opaque enve- lopes setting forth the losowing	By virtue of the above stated writ to me directed and delivered, I have lev- ied upon and will expose for sale at	County Plaza, 2nd Floor, Hacken- sack, NJ 07601, on Distant MADCH 00 0010	garding the surplus, if any. "THE OFFICE OF THE SHERIFF	Sheriff makes no representations ex- onessed or implied, as to the exis-	sewer liens and oth sessments. The am
name and number of the Contract, clearly labeled "Bid Enclosed", and	public venue at the Sheriff's Office in the City of Hackensack, 2 Bergen	at two o'clock in the afternoon, pre- valing time:	HEREBY RESERVES THE RIGHT TO ADJOURN THIS SALE WITH-	tence, amount, or validity of any liens and encumbrances on the property	obtained from the loc ity. Pursuant to NJ
guarantee must be provided to the Owner for not less than ten percent	sack, NJ 07901 on Friday, MARCH 22, 2019	the TOWNSHIP OF WYCKOFF, in the County of Bergen and State of	PUSE ICATION* The Record-Herald News February 27, 2019; March 6, 12, 20,	sale. The known liens and encurr- brances provided to the Sheriff at this	ed lien priori condominium/homeo
(10%) of the amount bid, except that the bid guarantee shall not exceed	at two o'clock in the afternoon, pre- valing time: The property to be sold is located in	New Jersey. Premises commonly known as 646 GIOGMAC AVENUE WYCKOEE N.I.	February 27, 2019; March 6, 12, 20, 2019 Fee: \$317.90 (144) 4218769	liens) OR N/A. This notice is further subject to Conditions of Sale as set	Together with all rights, liberties,
All bids shall be presented to the Owner by the parties bidding, or their	the municipality of BOROUGH OF FAIR LAWN in the County of Bergen	07481-1120 Being known as Lot 8, Block 411 on	ANTHONY CURETON, SHERIFF	forth by the Sheriff of Bergen County and is subject to the terms and condi- tions of the Constitution Colleges Act	hereditaments and thereunto belonging acceptations and the
nated, when called for by the Owner. No bids will be received and consid-	Street & Street No: 39-19 MORLOT AVENUE, FAIR LAWN, NJ 07410	SHIP OF WYCKOFF Dimensions: 205.00FT X 59.86FT X	BERGEN COUNTY SHERIFF SUEDEES WATER	Surplus Money: If after the sale and satisfaction of the mortgage debt, in-	remainders, rents, is thereof, and also all
ered after the time and date designat- ed. Contract Documents may be ex- amined and obtained at the offices of	17 (AKA LOTS 17, 18, 19, AND 20) Dimensions of Lot: 100.00 X 90.00	Nearest Cross Street: RUSSELL AVENUE	SUPERIOR COURT OF NEW JERSEY	mains any surplus money, the money will be deposited into the Superior	demand of the said of to and out of the sa
the Owner between the hours of 9:00 AM and 4:00 PM on regular business	STREET Cross Street JOHN	FOR SALE INFORMATION, PLEASE VISIT AUCTION COM AT WWW.	GHANGERY DIVISION BERGEN COUNTY DOCKET NO. F-60470418	Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to	pay and satisfy in the the said plaintiff the s 75, plus interest them
be obtained electronically by submit- ting an online request at www.bous	KNOWLEDGE, THE PROPERTY IS NOT AN AFFORDABLE UNIT SUB-	2832 WERSITE IS NOT AFFILIATED WITH SHERIFF'S OFFICE	Between Plaintif: WELLS FARGO BANK, N.A., and Defendant ERIC	Court Rules 4:64-2 and 4:57-2 stating the nature and extent of that person's	20% of the purch form of certified Cher
org. The Owner will not be responsi- ble for full or partial sets of Contract	Together with all and singular the	"Subject to any unpaid taxes, munici- pal liens or other charges, and any	AND PERSONAL REPRESENTA- TIVES AND HISHER THEIR OR	ing payment of the surplus money. The Sheriff or other person conduct-	shall be sold subject encumbrances of r
ces. Bidders are required to comply with	hereditaments and appurtenances thereunto belonging or in anywise	premiums or other advances made by plantiff prior to this sale. All inter-	ANY OF THEIR SUCCESSORS IN RIGHT, TITLE, AND INTEREST; ET	ing the sale will have information re- garding the surplus, if any.	Sheriff makes no rep pressed or implied,
(NJSA 105-31 et seq and NJA C. 17:27) (affirmative action require-	remainders, rents, issues and posits thereof, and also all the estate, right,	upon their own independent investi- gation to ascertain whether or not	Date: 1/8/2019 SHAPIRO & DENARDO LLC	HEREBY RESERVES THE RIGHT TO ADJOURN THIS SALE WITH-	and encumbrances which is the subject
ments) and Chapter 23 of the PL of 1977 (Public Disclosure). No histoir may subtries his hid with.	demand of the said defendants of, in, to and out of the same, be sold to	any outstanding interest remain of re- cord and/or have priority over the lien being forestored, and if so, the cur-	Mr. Laurel, NJ 09054 By virtue of the above stated wit to	PUBLICATION* The Record-Ridgewood News	brances provided to time are as follows:
in sixty days after the date of the opening of bids.	pay and satisfy in the first place unto the said plaintiff the sum of \$756,344.	rent amount due thereon. "If the sale is set aside for any rea-	me directed and delivered, I have lev- ied upon and will expose for sale at public vecus at the Shediffs Office in	February 27, 2019; March 6, 13, 20, 2019 East 5067 90 (101) 4019714	liens) OR NA. This subject to Conditions turn by the Shariff of
ject any or all bids, as well as the right to waive minor informalities in	20% of the purchase price in the form of certified Check or Cash is re-	be entitled only to a return of the de- posit paid. The Purchaser shall have	the City of Hackensack, 2 Bergen County Plaza, 2nd Floor, Hacken-		and is subject to the t tions of the Foreclosu
awarding the Contract to the lowest, responsible Bidder, as determined by the Owner in accordance with N	quired at time of sale. The property shall be sold subject to all liens and ecounthrances of second and the	no further recourse against the Most- gagor, the Mortgages or the	sack, NJ 07601 on Friday, MARCH 22, 2019 at two oldook in the afternoon, ore-	ANTHONY CURETON, SHERIFF OFFICE OF THE	Surplus Money: If a satisfaction of the mo cluding costs and exc
Secretary of the Control of the Cont	BUTCH AND CONTROLLED TO THE AND CONTROLLED T	The second secon	A Company of the Comp	ANTHONY CURETON, SHERIFF OFFICE OF THE BERGEN COUNTY SHERIFF 19000007 SHERIFFS MOTICE OF NEW JERSEY	SOCIAL MACHINE STATE OF THE STA
March 6, 2019 Fee: \$39.60 (72) 4320779	and encumbrances on the property which is the subject matter of this	hereditaments and appurtenances thereunto belonging or in anywise appertaining and the reversion and	MAHWAH in the County of Bergen and State of New Jersey.	SUPERIOR COURT OF NEW JERSEY	claiming the surplus thereof, may file a mo
ANTHONY CURETON, SHERIFF OFFICE OF THE BERGEN COUNTY	sale. The known liens and encum- brances provided to the Sheriff at this time are as follows: lest took list for	remainders, rents, issues and profits thereof, and also all the estate, right,	COMMONLY known as: 352 RAMAPO LANE, MAHWAH, NEW	BERGEN COUNTY DOCKET NO. F-5219999	the nature and extent claim and asking for
SHERIFF 17002122	liens) OR N/A. This notice is further subject to Conditions of Sale as set	demand of the said defendants of, in, to and out of the same, be sold to	JERSEY 07430 KNOWN AS AND DESIGNATED AS	Between Plaintit WELLS FARGO BANK, N.A. and Defendant: ELIE	ing payment of the The Sheriff or other
SUPERIOR COURT OF NEW JERSEY	and is subject to the terms and condi- tions of the Forecipsure Fairness Act.	pay and satisfy in the first place unto the said giaintiff the sum of \$6,991,210,00, plus interest thereon:	ALSO KNOWN AS 252 RAMAPO LANE (AKKA 252 VISTA VIEW	TOUMA, STATE OF NEW JERSEY, DANIEL WAMBOLD, MD, CWI Ac-	garding the surplus. If "THE OFFICE OF
OFFICE OF THE BERGÉN COUNTY SHERIFF 17000120 SHERIFF S NOTICE SHERIFF S NOTICE OF NEW MERCH OCCURTY DOCKET NO. FOTOMORPH OCCURTY OF NEW MERCH OCCURTY DOCKET NO. FOTOMORPH OCCURTY OF NEW MERCH OCCURTY OC	Surplus Money: If after the sale and satisfaction of the mortgage debt, in-	20% of the purchase price in the form of certified Check or Cash is re-	DRIVE, SITUATE IN GREEWAY AT RAMAPO RICCE PHASE III A CON-	The second secon	TO ADJOURN THIS
Between Plaintiff: PENNYMAC LOAN SERVICES LLC and Defend-	mains any surplus money, the money will be deposited into the Superior	shall be sold subject to all liens and encumbrances of record and the	CORDANCE WITH THE N.J.S.A. 46:98-1, ET SEQ., TOGETHER	729 Marne Highway P.O. Box 948 Suite 200	PUBLICATION* The Record-Ridgewo
Son. Writ of Execution Date:	claiming the surplus, or any part thereof, may file a motion pursuant to	Sheriff makes no representations ex- pressed or implied, as to the exis- tence amount or validity of any lines	TEREST IN THE GENERAL COM- MON ELEMENTS OF SAID CONDO-	Moorestown, NJ 09057 By virtue of the above stated writ to me discretel and debugged 1 have been	Fee: \$244.20 (111) 4
for. Wet of Essocialion Date: 10/27/2016 Prevent Rint, LLC 208 Manne Highway Por Sun Self Sales Highway Por Self Sales Highway And Self Sales Hi	Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's	and encumbrances on the property which is the subject matter of this	AFORESAID UNIT IN ACCORD-	ied upon and will expose for sale at public venue at the Sheriff's Office in	ANTHONY CURET
Moorestown, NJ 06057 Do virtue of the above stated will to	ing payment of the surplus money. The Sheeff or other person conduct-	brances provided to the Sheriff at this time are as follows: (set forth list for	THE TERMS, CONDITIONS, COVE- NANTS, RESTRICTIONS, RESER-	County Plaza, 2nd Floor, Hacken- sack, NJ 07601 on	SHERI 19000
me directed and delivered, I have lev- led upon and will expose for sale at	og the sale will have information re- GARDING THE SURPLUS IF ANY.	Sens) OR N/A. This hotice is further subject to Conditions of Sale as set both by the Shadff of Barran County	FREWEIGHEN SELAND STHER	Friday, MARCH 22, 2019 at two o'clock in the afternoon, pre-	SHERIFF'S SUPERIOR
the City of Hackensack, 2 Bergen County Plaza, 2nd Floor, Hacken-	HEREBY RESERVES THE RIGHT TO ADJOURN THIS SALE WITH-	and is subject to the terms and condi- tions of the Foreclosure Fairness Act.	GREENWAY AT RAMAPO RIDGE DUASE III DATED 6-07-1999 DE-	The property to be sold is located in FRANKLIN LAKES BOROUGH, in	CHANCERY I
sack, NJ 07601 on Friday, MARCH 29, 2019 at two circles in the afternoon one-	PUBLICATION* The Record - Ridgewood News	surplus Money. If after the sale and satisfaction of the mortgage debt, in-	OF THE BERGEN CLERK IN DEED	the County of Bergen, and the State of New Jersey.	Between Plaintitt TIONAL ASSOCIATI
at two ofclock in the attention, pre- valing time: The property to be sold is located in TEANDER TOWNSHIP, in the County of Bergen, and the State of New Jer- sey.	Fee: \$229.90 (104) 4319725	mains any surplus money, the money will be deposited into the Superior	MAY NOW OR HEREAFTER BE LAWFULLY AMENDED ANDIOR	Tax Lot No. 6.01 in Block No. 2401.	CERTIFICATEHOLD STRUCTURED ASS
			CALLY DEPICTED ON THAT CER- TAIN "SITE DI ANI GREENWAY AT	Nearest Cross Street: FRANKLIN AVENUE	STEARNS ALT-A
of Bergen, and the State of New Jer- say. Commonly known as: 71 MIDWOOD ROAD Tay Lot No. 98 in Block No. 4019	ANTHONY CUDETON SUEDICE	Court Rules 4:64-9 and 4:57-2 stating	RAMAPO RIDGE PHASE III, UNIT NUMBERS! RECORDED ON 6-3-	143.71' X 46.41' Superior Interests (if any):	CATES, SERIES 2
Nearest Cross Street: ALPINE DR Dippensions of Lot (Approximately)	BERGEN COUNTY SHERIFF	Court Trust Fund and sury person. The Manual Plant and and sury person. The Manual Plant Bear and SET of sating The Manual Plant Bear and SET of sating The Manual Plant Bear and SET of sating The Manual Court Bear and SET of sating The Manual Plant Bear SET of SET	GEN COUNTY CLERK AS MAP NO. S6889A.	All unpaid municipal taxes, assess- ments and liens; Any set of facts	DRATAGH FRIN
Superior Interests (if any); All unpaid municipal taxes, assess-	SHERIFFS NOTICE SUPERIOR COURT	The Sheriff or other person conduct- ing the sale will have information re-	The sale is subject to unpaid taxes and assessments, tax, water and	close; Any restrictions or covenants on record which run with the land:	BANCARD SERVICE LAND FUNDING LL
ments and liens; Any set of facts which an accurate survey would dis-	OF NEW JERGEY CHANCERY DIVISION BEDGEN COUNTY	THE OFFICE OF THE SHERIFF HEREBY RESERVES THE RIGHT	sessments. The amount due can be obtained from the local taxing author-	Rights of the United States of Ameri- ca, if any, Any Condominium Sen pri- ority if any, Any outstanding DLD or	FRENKEL LAN
on record which run with the land; Rights of the United States of Ameri-	DOCKET NO. F-979918 Between Plaintift: NEW PENN FI-	TO ADJOURN THIS SALE WITH- OUT FURTHER NOTICE THROUGH	ity. Pursuant to NJSA 46/88-21 the sale may also be subject to the limit-	Homeowner's Associations dues or fees, if any; Any occupants or per-	90 MAIN STI WEST OR
ca, if any; Any Condominium lien pri- ority, if any; Any outstanding PUD or	MORTGAGE SERVICING and De- fendant: JOHN O'CONNELL: EVE-	PUBLICATION* The Record - Ridgewood News Cebrusov 97 9059 March 6 19 90	condominium/homeowner association legs which may exist.	any; Additional municipal charges, liens, taxes or tax sale certificates	me directed and deli- ied upon and will ex
fees, if any, Any occupants or per- sons in possession of the property, if	LYN O'CONNELL, ET AL; Civil Action - Writ of Execution Date: 11/26/2018	2019 Fee: \$275.00 (123) 4319626	rights, liberties, privileges, hereditaments and appurtenances	and insurance, if any, FRANKLIN LAKES BORD, 1ST QTR	the City of Hacker
liens, taxes or tax sale certificates and insurance, if any.	20000 HORIZON WAY		thereunto belonging or in anywise appetaining and the reversion and memaindeen mote issues and confin	TAXES DUE AND/OR OTHER MU- NICIPAL UTILITIES SUCH AS WA-	Friday, MARCI
TEANECK TWP TAXES QTR 1 2019 HOLDS A CLAIM FOR TAXES DUE ANDIOS OTHER MUNICIPAL LITE.	MOUNT LAUREL, NJ 08054 By virtue of the above stated wit to	ANTHONY CURETON, SHERIFF OFFICE OF THE	thereof, and also all the estate, right, title, interest, use, property, claim and	TER AND OF SEMER IN THE	valing time: The property to be i
ITIES SUCH AS WATER AND/OR SEWER IN THE AMOUNT OF \$2331	me directed and delivered, I have lev- ied upon and will expose for sale at	SHERIFF'S NOTICE	to and out of the same, be sold to pay and satisfy in the first place unto	VACANT PROPERTY REGISTRA- TION FEES MAY EXIST. CONTACT	the VILLAGE OF I the County of Berg
Together with all and singular the	the City of Hackensack, 2 Bergen County Plaza, 2nd Floor, Hacken-	OF NEW JERSEY	the said plaintiff the sum of \$535,984. 82, plus interest thereon:	4000 EXT 1213 HOLDS IN THE AMOUNT OF \$ AS OF 0102/2019	STREET AND STR
hereditaments and appurtenances thereunto belonging or in anywise	sack, NJ 07601 on Friday, MARCH 22, 2019	BERGEN COUNTY DOCKET NO. F-5171509	form of certified Check or Cash is re- quired at time of sale. The property	The sale is subject to any unpaid tax- es an assessments, tax, water, and	Lot 20; Block: 4407
remainders, rents, issues and profits thereof, and also all the estate, right,	valing time: The property to be sold is located in	LEGAL TITLE TRUST IL BY U.S. DANK NATIONAL ASSOCIATION	encumbrances of record and the Sharlf makes no recognitations as	sessments. The amount due can be obtained from the local taxing author-	NEAREST CROSS S
demand of the said defendants of, in,	the County of Bergen and State of New Jersey.	AS LEGAL TITLE TRUSTEE, and Defendant CHRISTOPHER J.	pressed or implied, as to the exis- tence, amount, or validity of any liens	All Interested Payles Are To Conduct And Rely Upon Their Own Independ-	BEGINNING AT A PO SOUTHERLY LINE O
pay and satisfy in the first place unt the said plaintiff the sum of	Street Address: 78 OAK ST, ALLEN- DALE, NJ 07401	Execution Date: 1/2/2019 Fein Such Kahn & Shepard PC	which is the subject matter of this sale. The known liens and encum-	ent Investigation To Ascertain Wheth- er Or Not Any Outstanding Interest	POINT BEING DISTA
20% of the purchase price in the lorm of certified Check or Cash is re-	Tax Block: 1601 Approximate dimensions: 129.11' X	The STATE OF THE S	brances provided to the Sheeff at this time are as follows: (set forth list for lens) OR NA. This postos is further	ority Over The Lien Being Foreclosed And, If So The Current Amount Due	TERSECTION OF SALLY LINE OF JEMOO
guired at time of sale. The properly shall be sold subject to all liens and encumbrances of record and in-	Nearest Cross Street: WALNUT PLACE	By virtue of the above stated writ to me directed and delivered. I have less	subject to Conditions of Sale as set forth by the Sherilf of Bergen County and is subject to the	any reason, the Purchaser at the sale shall only be entitled to a return of the	COURT IF BOTH WE DUCED TO INTERSE
Sheriff makes no representations ex- pressed or implied, as to the exis-	Together with all and singular the rights, liberties, privileges, hereditaments and securities.	led upon and will expose for sale at public venue at the Sherff's Office in the City of Hadgemark 9 DECOTOR	tions of the Foreclosure Fairness Act. Surplus Money: If after the sale and	deposit paid. The Purchaser shall have no further recourse against the Montroppes. or	THENCE PURSUANT TO A TA
and encumbrances on the property which is the subject matter of this	thereunto belonging or in anywise appetaining and the reversion and	COUNTY PLAZA SND FLOOR, HACKENSACK, NJ 07601 on	name action or the mortgage debt, in- cluding costs and expenses, there re- mains any surplus money, the money	attorney Together with all and singular the	01/10/2019; 2019 QT DATE: 02/01/2019 \$3
orances provided to the Sheriff at this lime are as follows: (set forth live for	thereof, and also all the estate, right, title, interest, use, property, claim and	at two o'clock in the afternoon, pre- valing time:	will be deposited into the Superior Court Trust Fund and any person	hereditaments and appurtenances thereunto belonging or in anywise	\$3,177.00 OPEN. WA
iens) OR N/A. This notice is further subject to Conditions of Sale as set only by the Shariff of Conditions	gernand of the said defendants of in, to and out of the same, be said to pay and satisfy in the first nines.	the property to be sold is located in the EDGEWATER BORD, in the County of Bergen and the Got-	thereof, may file a motion pursuant to Court Rules 4:64-0 and 4:57-2 stating	appertuning and the reversion and remainders, rents, issues and profits thereof, and also all the extents	PENALTY SUBJECT READING SEWER
and is subject to the terms and condi- ions of the Foreclosure Fairness Act.	the said plaintiff the sum of \$219,707. 90, plus interest thereon;	New Jersey. Commonly known as: 1202 RIVER	claim and asking for an order direct- ing payment of the surplus money.	title, interest, use, property, claim and demand of the said defendants of, in, to and out of the	OESS CHARGES. (THIS CONCERN.)
mayous Money: It after the sale and latisfaction of the mortgage debt, in- cluding costs and expenses, there re-	form of certified Check or Cash is re- quired at time of sale. The property	07090. Tax Lot No 8 C010B in Block No. 25	ine Sheriff or other person conduct- ing the sale will have information re- carding the surplur if any	pay and satisfy in the first place unt the said plaintiff the sum of	DOES NOT CONST
name any surplus money, the money vill be deposited into the Superior Court Trust Fund and any new	encumbrances of record and the Sheriff makes no representations **-	CONDO Nearest Cross Street HUD/SON	THE OFFICE OF THE SHERIFF HEREBY RESERVES THE RIGHT	a1,pk3,211.05 plus interest thereon; 20% of the purchase price in the form of certified Check or Cash i= =-	BE FOUND AT THE
daiming the surplus, or any part hereof, may file a motion pursuant to	pressed or implied, as to the exis- tence, amount, or validity of any liens	COVE BEING KNOWN AND DESIGNATED AT COMPONENT DESIGNATED	OUT FURTHER NOTICE THROUGH PUBLICATION	quired at time of sale. The property shall be sold subject to all liens and	SERVES THE RIGHT THIS SALE WITH
he nature and extent of that person's taim and asking for an order direct.	which is the subject matter of this sale. The known liens and encum-	THE BUILDING KNOWN AS THE HUDGON HARBOUR CONDOMINI-	The Record - Ridgewood News February 27, 2019; March 6, 13, 20,	Sheriff makes no representations ex- pressed or implied, as to the exis-	NOTICE THROUGH Together with all a
ng payment of the surplus money. The Sheelf or other person conduct-	brances provided to the Sheriff at this time are as follows: (set forth list for liens) OR NA. This nation is harm-	UM AND BY THE STREET NUMBER 1203 RIVER ROAD, BOROUGH OF EDGEWATER, BEDGEN COUNTY	Fee: \$309.65 (141) 4319606	tence, amount, or validity of any liens and encumbrances on the property which is the subject matter of	ngnts, liberties, hereditaments and a thereunto belorving
the OFFICE OF THE SHERIFF	subject to Conditions of Sale as set toth by the sheeth of Bergen County	AND STATE OF NEW JERSEY, TO-	ANTHONY CURETON, SHERIFF OFFICE OF THE BERGEN COUNTY SHERIFF	sale. The known liens and enoun- brances provided to the Sheriff at this	appertaining and the remainders, rents, is thereof, and air
	Secretary Control Secretary Co	Diseased of Life Approximately: Named Cines States HALEGON Early Stock And Carlot Control Early Stock And Decignation Early Stoc	19000384 SHERIFF'S NOTICE	time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set	title, interest, use, pro- demand of the said of
PUBLICATION* The Record- Herald News	satisfaction of the mortgage debt, in- cluding costs and expenses, there re-	ANCE WITH AND SUBJECT TO THE TERMS, LIMITATIONS, CONDI- TIONS CONDINANTS DOTTON	OF NEW JERSEY CHANCERY DIVISION	forth by the Sheriff of Bergen County and is subject to the terms and cond-	to and out of the sa pay and satisfy in the the said plaints? The s
The Record- Herald News Aurch 6, 13, 50, 27, 2019 Fee:\$253.00 (114) 4218250	will be deposited into the Superior Court Trust Fund and any person	TIONS AND OTHER PROVISIONS OF THE MASTER DEED DATED	BERGEN COUNTY DOCKET NO. F-01891517	Surplus Money: If after the sale and satisfaction of the mortgage debt. in-	27 plus interes 20% of the purcha
in the Matter of the Application of:	training the surplus, or any part thereof, may file a motion pursuant to Court Boles 4/64/3 and 4/5/20	MAY 21, 1991 AND RECORDED MAY 26, 1991 IN THE BERGEN COUNTY OF EDWS OF THE	BARK TRUST COMPANY AMERICAS AS TRUSTES FOR	cucing costs and expenses, there re- mains any surplus money, the money will be decorated into the for-	quired at time of sale shall be sold printed
CARBALLO to Assume the Name of: BICARDO EVELIO PEREZ	the nature and extent of that person's claim and asking for an order direct-	DEED BOOK 6631, PAGE 162 AND NA, AMENDMENTS OR SUPPLE-	INC PASS THROUGH CERTIFI- CATES 2007-QHS and Debusters	Court Trust Fund and any person claiming the surplus, or any part	encumbrances of ri Shedif makes no rep
Take notice that the undersignated will apply to the Bergen County Su-	The Sheriff or other person conduct- ing the sale will have information re-	Prior Liens/Encumbrances TOTAL AS OF JANUARY 8, 2019: 50	PHILLIP T. PAVLECKA: BERNA- DETTE PAVLECKA, HIS WIFE AND	Court Rules 4:54-3 and 4:57-2 stating the nature and extent of that receive	tence, amount, or vali and encumbrances
	garding the surplus, if any. THE SHERIFF HEREBY RE-	.00 The sale is subject to any unpaid tax-	TRATION SYSTEMS, INC. AS NOM- INCE FOR HOME COMINGS FINANCE.	claim and asking for an order direct- ing payment of the surplus money. The Shariff or other	which is the subject sale. The known lies brances provided **
March 2019 at 2:30 p.m. in the after-	THIS SALE WITHOUT FURTHER NOTICE THROUGH PUBLICATION."	sewer liens and other municipal as- sessments. The amount due can be	CIAL, LLC (FIKIA HOMECOMINGS FINANCIAL NETWORK, INC.), CIVI ARTINI WILL OF	ing the sale will have information re- garding the surplus, if any.	time are as follows: (liens) OR N/A. This
perior Court on the sortid day or March 2019 at 2:20 p.m. in the after- noon at th courthouse in teh City of Hackensack, New Jersey, for a judg- ment authoring RICARDO EVELIO	The Record-Ridgewood News February 27, 2019; March 6, 13, 20, 9119	obtained from the local taxing author- by.	12/12/2018 or assecution Date: Stem Lavinthal & Frankenbero LLC	THE OFFICE OF THE SHERIFF HEREBY RESERVES THE RIGHT TO ADJUMENT THE SHERIFF	subject to Condition forth by the Sheriff of and is subject to the to
before Could not the sound day of March 2019 at 2:30 p.m. in the after- noon at th counthouse in teh City of Hackensack, New Jersey, for a judg- ment authoring RICAPDO EVELIO PEREZ CARBOL EVELIO PEREZ. Exhause Of RICARDO EVELIO PEREZ. Exhause Of RICARDO EVELIO PEREZ.		And Rely Upon Their Own Independ- ent Investigation To Asceptain Wheth-	105 Elsenhower Parkway Suite 302	OUT FURTHER NOTICE THROUGH PUBLICATION	tions of the Foreclosu Surplus Money: If a
			Roseland, NJ 67068 By virtue of the above stated writ to me directed and delivered. I have les-	And the second s	cluding costs and exp mains any surplus mo
		Remain Of Record And/Or Have Pri-		Contract of the particles	will be deposited in Court Trust Fund a
		Remain Of Record And/Or Have Pri- ofly Over The Lien Being Foreclosed And, if So The Current Amount Due Thereon. "If the sale is set aside for	ied upon and will expose for sale at public venue at the Sheriff's Office in	Peer 2218-93 (190) 9218000	
THE PORT AUTHORITY OF NE NOISE EXPOSURE IN PUBLIC ANNO	EW YORK AND NEW JERSEY MAP ACCEPTANCE DUNCEMENT	Remain Of Record And/Or Have Pri- orly Over The Lien Being Foreclosed And, if So The Current Amount Due Thereon. "If the sale is set aside for any reason, the Purchaser at the sale shall only be entitled to a return of the deposit paid. The Dumber "	led upon and will expose for sale at public venue at the Sheriff's Office in the City of Hackensack, 2 Bergen County Plaza, 2nd Floor, Hacken- sack N. (10267) at 12 Co.	ANTHONY CHRETON SHERRE	claiming the surplus thereof, may file a mo Court Rules 4:64-2 ar
THE PORT AUTHORITY OF NE NOISE EXPOSURE N PUBLIC ANNO	EW YORK AND NEW JERSEY MAP ACCEPTANCE DUNCEMENT	Remain Of Record And/Or Have Pri- ority Over The Lien Being Foreclosed And, If So The Current Amount Due Thereon. "If the sale is set saids for any reason, the Purchaser at the sale shall only be entitled to a return of the deposit paid. The Purchaser shall have no further recourse against the Mortgages or the Motgagon's	ied upon and will expose for sale at public venue at the Sheniffs Office in the City of Hackensack, 2 Bergen County Plaza, 2nd Floor, Hacken- sack, NJ 07401 on Friday, MARCH 22, 2019 at two ofcicok in the attempon one-	ANTHONY CURETON, SHERIFF OFFICE OF THE BERGEN COUNTY SHERIFF	claiming the surplus thereof, may file a mo Court Rules 4:56-3 and the nature and extent claim and asking for
THE PORT AUTHORITY OF NE NOISE EXPOSURE N PUBLIC ANNO	EW YORK AND NEW JERSEY MAP ACCEPTANCE DUNCEMENT	Remain Of Record And/Or Have Pri- orly Over The Lien Being Foreclosed And, if So The Current Amount Due Thereon. "If the sale is set acide for any reason, the Purchaser at the sale deposit paid. The Purchaser shall have no further recourse against the Mortgages or the Mottgages's attorney." Together with all and singular the	ied upon and will expose for sale at public versue at the Shevil's Office in the City of Hackensack, 2 Sergen County Paza, 2nd Floor, Hacken- sack, NJ 07601 on Fiday, MAPCH 22, 2019 at two orcicos in the attempon, pre- valing time: The properly to be sold is located in	ANTHONY CURETON, SHERIFF OFFICE OF THE BERGEN COUNTY SHERIFF 19000427 SHERIFFS NOTICE	claiming the surplus thereof, may file a mo Court Rules 4:56-3 as the nature and extent claim and asking for ing payment of the The Sheriff or other too the sale will a
THE PORT AUTHORITY OF NE NOISE EXPOSURE N PUBLIC ANNO	EW YORK AND NEW JERSEY MAP ACCEPTANCE DUNCEMENT	Remain Of Record And/or Nave Pri- city Over The Lies Being Foundation Thereon. "If the sale is set audis for any reason, the Purchaser at the sale depost paid. The Purchaser shall have no further records applied the Mortgages or the Mortgages that Together with all and important of the Committee of the Committee of the Section of the Committee of the Committee of the Section of the Committee of the Committee of the Committee of the Committee of the Committee of the Section of the Committee of the Committee of the Committee of the Committee of the Committee of the Section of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Committee of the Section of the Committee of the C	ied upon and will aspose for rate at public venue at the Shortiff Office in the City of Hackensack, 2 Berger and County Stans, 2nd Floor, Hackensack, Friday, MAPCH 52, 2019 at two citock in the afternoon, pervaling time: The pioperty to be sold is located in the office of the standard of the County of Berger, and the State of New Xersy.	ANTHONY CURETON, SHERIFF OFFICE OF THE BERGEN COUNTY SHERIFF SHERIFF SHERIFF SHERIFF COURT OF NEW SERSEY CHANGERY DIVISION	claiming the surplus thereof, may file a my Court Pulse 4:66-2 as the nature and extend claim and asking for ing payment of the The Sherill or other ing the sale will have garding the surplus. If the Historic Hopeles
THE PORT AUTHORITY OF NE NOISE EXPOSURE N PUBLIC ANNO	EW YORK AND NEW JERSEY MAP ACCEPTANCE DUNCEMENT	Remain of Record And/Or Fuser Pic- ority Ower The Less Being Forenciosed Thereon. "If the sale is set saids for any reason, the Purchaser at the sale shall only be entitled to a return of the any reason, the Purchaser at the sale shall only be entitled to a return of the have no further recourse against the Mortgages or the Mortgages and Together with all and singular the significant of the second of the presentation of the revention and presidents, then, issues and profits appearability, and the revention and emissionized, sents, issues and profits	ied upon and will aspose for rate at public venue at the Shortiff Office in the City of Hackensack, 2 Berger and County Hackensack, 2 Berger and County Hackensack, 200 Floor, Hackensack, Friday, MAPCH 22 2019 at two officior in the afternoon, pervaling time: The pioper's to be said is located in the pioper's the County of Berger, and the State of New Attenty of Berger, and the State of New Attenty Commonly known as: 28 BERNINGT THE LOT MIN. 28 1979.	ANTHONY CURRETON, SHERREF OFFICE OF THE BERGEN COUNTY SHERREF SHERREF SHOTHER SUPERIOR COUNTY COUNTY BERGEN COUNTY BERGEN COUNTY SHERREF NO FACESOLY SHERREF SHOTHER SHERREF SHOTHER SHERREF SHERREF SHOTHER SHERREF SHERREF	claiming the surplus thereof, may file a m Court Rutes 4:04-3 as the nature and extend claim and asking for ing payment of the The Sheriff or other ing the sale will have garding the surplus, if The Record - Rogele March 6; 12, 20, 27; Fee: \$259.80 (134)-4
THE PORT AUTHORITY OF NE NOISE EXPOSURE N PUBLIC ANNO	EW YORK AND NEW JERSEY MAP ACCEPTANCE DUNCEMENT	Remain Of Reicond Anoth's Tusse No. And, if So The Current Annount Due Thereon. "If the sole is set aside to Thereon. "If the sole is set aside to Thereon. "If the sole is set aside to Thereon." If the sole is set aside to the company of the company of the company of the company of Together with all and singular the rights. Exercises physicages. Together with all and singular the rights. Exercises physicages. Together with all and singular the rights. Exercises physicages. Together with all and singular the rights. Together with all the together in Together with all the together Together with all the together Tog	lad upon and will espose for sale at public versus at the Sheriff's Office in public versus at the Sheriff's Office in County Fasas, 2nd Floor, Hackenson, KJ (2004), Ed. (2004), Pasas, 2nd Floor, Hackenson, Lindowski, County County of the County of the County of the County of Bengaling Simon, but sold in the BORD OF WALDWICK, in the County of Benga, and the Date of Commonly Income as 23 BDHRSET PLACE, WALDWICK, MICHAEL COUNTY,	ANTHONY CURRETON, SHERIFF OFFICE OF THE BERGEN COUNTY SHERIFF SHERIFF MOTICE BASE NO CHART CONSTRUCTED TO CHART CONSTRUCTED TO CHART CARRINATION MOTICAGE. LOW	claiming the surplus thereof, may like an COurt Rules 4:06-2 as the nature and extent claim and asking for log payment of the couple of the sale will have garding the sale will have garding the surplus. If the Hiscond - Hoppiew March 6, 12, 20, 27, 2 Fee: \$254.80 (134) 40 Notice of cessation of
THE PORT AUTHORITY OF NE NOISE EXPOSURE N PUBLIC ANNO	EW YORK AND NEW JERSEY MAP ACCEPTANCE DUNCEMENT	Remain CF Record Another Naver Pri- riegg, 2 and	led upon and will aspose for sale at the first of the Chy of Nacionaux, 2 Surgen County Falsa. 2nd Floor, Hackman and Sharkman Falsa. 2nd Floor, Hackman County Flore, Hackman County Floor, Hackman Count	ANTHONY CURETON, SHERFE OFFICE OF THE SHERFE SHERFE SHERFE SHERFE SHERFE SHERFE SHERFE SHERFE COUNTY CHECKER SHERFE COUNTY SHERFE CO	claiming the amplaid thereof, may file a me Court Faules 4:66-2 are file and extent claims and asking for the file and extent claims and asking for the file and file a
THE PORT AUTHORITY OF NE NOISE EXPOSURE IN PUBLIC ANNO	EW YORK AND NEW JERSEY MAP ACCEPTANCE DUNCEMENT	Comment of the commen	The second of th	ANTHONY CURTON, SHERRER OFFICE OF THE BEREIGH COUNTY BEROIGH COUNTY SHERRER OFFICE OF THE BEREIGH COUNTY SHERRER OFFICE OF THE BEREIGH COUNTY SHERRER OFFICE OF THE SHERRER OFFICE OF THE SHERRER OFFICE OFFI DEAT OFFI	thereof, may file a mo Court Rulee 4 tid-0 an the nature and extent claim and asking for ing payment of the The Sheriff or other p ing the sale will have garding the supplus, if The Hilcond - Hicigen March 6, 12, 20, 27, 2 Fec. \$204.80 (124) 40

PUBLIC N		PUBLIC NOTICES	PUBLIC NOTICES	PUBLIC NOTICES
	BOARD OF CHOSEN FREEHOLDERS	NOTICE OF SPECIAL MASTER'S SALE	ANTHONY CURETON, SHERIFF OFFICE OF THE	Court Rules 4:64-3 and 4:57-2 statir the nature and extent of that person claim and asking for an order direc
	NOTICE OF LEGAL SERVICES CONTRACT	SUPERIOR COURT OF NEW JERSEY CHANCERY DEVISION: BERGEN COUNTY DOOGETY DO, THE SECTION TO JUST TO BANK OF AMERICA NA SID.	SHERIFF'S NOTICE SUPERIOR COURT	ing payment of the surplus mone The Sheriff or other person conducting the sale will have information of
The Board of	ON MARCH 6, 2019 Chosen Freeholders has awarded a contract without competitive	SUPERIOR COURT OF NEW JERSEY CHANCERY COVISION BERGEN COUNTY U.S. BANK, NA, SUCCESSOR TRUSTEE TO BANK OF AMERICA, NA SUC- CESSOR IN INTEREST TO LISALLE BANK, NA, AS TRUSTEE, ON BEHALF OF THE HOLDERS OF THE WAMU MONTGAGE PASS-THROUGH CERTIFI- CATES, SERRES 2001-1479 V. ANDREW DOMINGUEZ, NAD LUIS LINA, W.	OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY	THE OFFICE OF THE SHERF HEREBY RESERVES THE RIGH
bidding as a suant to N.J.5 contract and t	Chosen Fresholders has awarded a contract without competitive professional service for extraordinary, unspecifiable service) pur- A-4.04x14-5 (1) (a). This was awarded to be contracted to the board. the Office of the Clark to the Board.	SALE DATE: April 4, 2019 @ 2:00 p.m.	ANTHONY CURRETON, SERRIFF BERGEN COUNTY SHERRIFF BERGEN COUNTY SHERRIFF BERGEN KOTHCE SHERRIFF MOTHCE OF NEW JERSELY CHANGERY DIVISION COUNTY OF NEW JERSELY CHANGERY DIVISION DOCKET NO. F-600F70418 Bebesen Plainte: WILLS FARBO BANK, NA., and Debensher ERIC	PUBLIC NOTICES CART Raise ² 64-52 and 457-2 state the naives and extend of that peeces claim and asking for an order dise ing payment of the surplus more ing the sale will have information o gooding the surplus, flows ing the sale will have information ing the sale will have information of the surplus, flows CHANGER THE SALE WITH OUT PURPLIES NOTICE THROUGH THE RECORD - Flows THROUGH THE RECORD - THROUGH THROUGH THE RECORD - THROUGH
Inspection in 1 Award:	the Office of the Clerk to the Board. Scannot & Hollenbeck, LLC 1100 Valley Brook Avenue, P.O. Box 790 Lyndhurst, NJ 07071	Execution of Sale of Mortgaged Premises BY VIRTUE OF AN ORDER BYTERED BY MES SEPTRION COURT OF NEW JERSEY ON MARCH 4, 2019, to me directed, I shall segoes for sale by Public Audicion to take place on the 4th year of April 2019, at 200 pm. at The Bergers Audicion to take place on the 4th year of April 2019, at 200 pm. at The Bergers that contain lot, piece or parcel of land shaller in the Village of Ridgewood. Country of ERRIGIAN in the Sales of New Janesy, being hereinafter described as	Between Plaintit WELLS FARGO BANK, NA., and Defender. ERIC JANSEN, HIS HEIRS, DEVISEES, AND PERSONAL REPRESENTA- TIVES AND HEARTH, THER OR ANY OF THEIR SLOCESCORS IN RIGHT, TITLE, AND INTEREST, ET AL; CIVIL ACTION - WIT of Execution Date: 18/2019	
Saniner	1100 Valley Brook Avenue, P.D. Box 740 Lyndhurst, NJ 07071 Leval Sensines Contract - with the law from	Services to be a service of the serv	RIGHT, TITLE, AND INTEREST; ET AL; Civil Action - Writ of Execution Date: 18/2019	Fine: \$228.80 (109);411607 ANTIONY CLEETON SHERRY BERGEN COUNTY SHERRY BERGEN COUNTY SHERRY SHERRY SHOULD GOVERN SHERRY DIAMETERY DIVISION DOORS TO NO FORMOR DOORS
	Legal Services Contract – with the law firm Scarinci & Hollenbeck, LLC to provide the legal representation of Peter Incardone in the matter Bennan v. County of Bergen, et al. (DKT#BER1-17403-16	follows: MUNICIPALITY: Village of Ridgewood in the County of BERGEN	SHAPIRO & DENARDO LLC 14000 Commerce Pkey, Suite B	BERGEN COUNTY SHERIFF 1900301 SHERIFFS NOTICE
Amount	\$15,000,00, not to exceed	COMMONLY KNOWN AS STREET ADDRESS: 238 South Van Dien Avenue, Ridgewood, New Jersey	AL: Civil Action - Witt of Execution SIAAPIRO & DENHADO LLC SIAAPIRO & DENHADO LLC BY vitue of the above stated set to public venue at the Sheaffir Office in the City of Hackensuck 2, Bergen County Plaza, 2nd Foor, Hacken- suck, NJ CORO In CIVI 20, 2019 at two ofdock in the attermoon, pre- valing time:	SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION
Resp. 224-1	9 Lara Rodriguez, Clierk Board of Chosen Freeholdens 19, 421822	07450-5200 Block 4107 Lot: 23 on the Official Tax Map of the Village of Ridgewood (BER- GEN County)	public venue at the Sheriff's Office in the City of Hackensack, 2 Bergen County Plaza, 2nd Floor, Hacken-	DOCKET NO. F-00452618 Between Plaintit: US BANK NA.
The Record N Fee:\$33.00 (0	tarch 11, 2019 (0) 4321832	The above concise description does not constitute a full legal description.	sack, NJ 07601 on Friday, MARCH 22, 2019 at two o'clock in the afternoon, pre-	HOLDERS OF THE JPMORGA MORTGAGE ACQUISITION TRUS
	BOARD OF CHOSEN FREEHOLDERS COUNTY OF BERGEN	The approximate amount of the Judgment to be satisfied by said sale is the sum of \$1,007,90.97 together with issuful interest at the rate of 2.12500% on \$1,022,420.75, the principal amount in default and advances made by the plaintiff from November 1, 2018 shough the date of January 4, 2019 and lasked and advances of the plaintiff from November 1, 2018 shough the date of January 4, 2019 and lasked and advances free sat approximate plaintiff to the plaintiff from the proximate of the free sat provided in the Final Audienteed removed in this case on	at two o clock in the atternoor, pre- valing time. The property to be sold is located in the municipality of TOWNSHIP OF MANUARY IN the County of Berger and Educ New Jersey, of Education of Berger Manuary Canal, Manuary at S2 PAMAPO LANE, MAYWAH, NEW JERSEY 07420. NOVWN AS AND DESIGNATED AS NOVWN AS AND DESIGNATED AS	2006-CH2 ASSET BACKED PAS THROUGH CERTIFICATES SERIE 2006-CH2, and Defendant CHRI TOOLERS AND DEFENDANT CHRI
	NOTICE OF PROFESSIONAL ENGINEERING SERVICES CONTRACT ON MADULE 2019	sum of \$1,067,900.97 together with lawful interest at the rate of 2.12500% on \$5,022,400.57, the principal amount in default and advances made by the plaintiff from November 1, 2016 through the date of January 4, 2019 and lawful interest thereafter on the total sum due Plaintiff plast tased costs due Plaintiff and altomey's fees as provided in the Final Judgement entend in this case on lawrant 4, 2019, thus arbonase made by the polarities and substances and some planting and	and State of New Jersey. Tax LOT 352 BLOCK 135 COMMON! Y known ar 352	JPMORGAN CHASE BANK N TIONAL ASSOCIATION, CIVIL Action Will of Everytim Date: 1/8/2019
The Board of		January 4, 2019 plus advances made by the plaintiff as and when made and costs of this sale.	RAMAPO LANE, MAHWAH, NEW JERSEY 07420 KNOWN AS AND DESIGNATED AS	MCCALLA RAYMER LEIBEF PIERCE LL 99 WOOD AVENUE SOUT
oidding as a suant to N.J.S contract and	Chosen Freeholders has awarded a contract without competitive professional service (or extraordinary, unspecifiable service) pur- ful. 4.04:11-5 (1) (a). This the resolution authorizing it are available for public inspection in he Cliek to the Bloard.	The purchaser shall be required to deposit twenty (20%) percent of the purchase price in certified funds at the time of sale, with all checks being made apayable to "Minion & Sherman, Attorney Trust Account", Any winning bidder at	COMMODIEY FROM RE 202 RAMADO LAGE, MARWAN, NEW ROOMN AS AND DESCRIATED AS ROOMN AS	TODHER A CLAREFIELD AND TO
he Office of t Award:		the sale shall have 30 days from the date of the sale to pay the bid amount in full or be declared a detaulting bidder.	DRIVE, SITUATE IN GREEWAY AT RAMAPO RIDGE PHASE II, A CON- DOMINIUM, ESTABLISHED IN AC-	me directed and delivered, I have le led upon and will expose for sale public venue at the Sheriff's Office
	Boswell Engineering 200 Philips Avenue South Hackensack, NJ 07606	The sale is subject to any unpaid taxes and assessments, tax, water, and sever liens and other municipal assessments. The amount due can be obtained from the local taxing authority.	CORDANCE WITH THE N.J.S.A. 46:88-1, ET SEQ., TOGETHER WITH AN UNDIVIDED 7042% IN-	the City of Hackensack, 2 Bergi County Plaza, 2nd Floor, Hacke sack, NJ 07601 on
ien/ces:	Professional Engineering Services Contract with Bossell Engineering -Replacement of Kinderkamack Road Bridge over Pascack Brook -Boroughs of Hillidate & Westwood	All interesting purities are to conduct and relay soon help come bedgeschael insections as sections as described or or and any obstactioning seemes in manifest of conductioning seemes in manifest of conductioning seemes in manifest of conductioning seemes in manifest of the seemed of the conduction	TEREST IN THE GENERAL COM- MON ELEMENTS OF SAID CONDO- MINUM APPURTENANT TO THE	Friday, MARCH 22, 2019 at two ofcicic in the affermon, privaling items: The property to be sold is located the municipality of BOROUGH CUTTLE PERRY in the County of Eigen and State of New Jersey.
Amount	\$257,115.00 (Not to Exceed)	and/or have priority over the lien being foreclosed and, if so, the current amount due thereon. "If the sale is set aside for any reason, the Punchaser at the shall only be entitled to a return of the deposit paid. The Punchaser shall have	AFORESAID UNIT IN ACCORD- ANCE WITH AND SUBJECT TO THE TERMS, CONDITIONS, COVE-	
Reso:	197-19	no further recourse against the Mortgages or the Mortgages's attorney." Surplus money: If after the said and satisfaction of the mortgage debt, including costs and expenses, there exeraises any surplus money, the incosy will be deposited into the Superior Court Trait Fund and any presson claiming the surplus. If a surplus money the incosy will be deposited into the Superior Court Trait Fund and any presson desting the surplus. If a surplus are supplied to the Superior Court of the Superior Court of the Superior Court of the Superior of the Supplies money. The Special Master or other presson con-	THE TERMS, CORUTIONS, COVE- NAMES, RESERVICTORS, RESERVATIONS EASEMENTS, LEN AS FOR ASSESSMENTS, NAN OTHER PROVISIONS AS SET FORTH IN THE CURRENT MASTER DEED OF GREENWAY AT RAMAPO FIDGE PRASE II, DATED \$27-1988, RE- COUNTY OF THE PROVINCE OF THE CONTRACT OF THE PROVINCE OF THE COUNTY OF THE PROVINCE OF THE PROVINCE OF THE BOOK 7200. PRASE BOS. AS SAME	gen and State of New Jersey, SON STREET, LITTLE PERRY, NJ 0764: Tax Block and Lot Block: 50 PKA V Lot: 19.01 FKA 19.8 Dimensions of Lot: 75.00 X 190.00 Namest Cross Street: HELIG STREET
The Record N	Lara Rodriguez, Clerk Board of Chosen Freeholdens (arch 12, 2019 (0) 4321821	positiod into the superior court fruit Fund and any person claiming the surpus, or any part thereof, may file a motion pursuant to Court Rules 4:64-2 and 4:57- 2 stating the nature and extent of that person's claim and asking for an order di-	THE CURRENT MASTER DEED OF GREENWAY AT RAMAPO RIDGE	Lot: 19.01 FKA 19.8 Dimensions of Lot: 75.00 X 100.00
- ee- paa- oo (c			CORDED 6-3-1988, IN THE OFFICE OF THE BERGEN CLERK IN DEED	Nearest Cross Street HEUE STREET "TO THE BEST OF THIS FIRM WAYNE EDGE THE PROPERTY
	BOARD OF CHOSEN FREEHOLDERS COUNTY OF BERGEN	SCOTT D. SHERMAN, Special Manter Minon & Sherman 32 Clinton Rd Suite 195	MAY NOW OR HEREAFTER BE LAWFULLY AMENDED AND/OR SUPPLEMENTED AND AS GRAPHI-	NOT AN AFFORDABLE UNIT SU JECT TO THE FAIR HOUSING ACT Together with all and singular to
	NOTICE OF PROFESSIONAL PROFESSIONAL ENGINEERING SERVICES ON MARCH 6, 2019	provided by law. SCOTT D. SHERMAN, Special Manter 32 Cilinon Rd Sube 956 West Cathwale, New Jersey 07006 Prone: (977) 852-265 Erral: subernad etinionshermon.com	CALLY DEPICTED ON THAT CER- TAIN SITE PLAN- GREENWAY AT RAMAPO RIDGE PHASE III. I MIT	rights, liberties, privilege hereditaments and appurenance thereunto belonging or in anyels
The Board of bidding as a	Chosen Freeholders has awarded a contract without competitive professional service (or extraordinary, unspecifiable service) pur-	March 6, 2019 The Record March 13, 20, 27, 3019 April 2, 2019 Fee: 5204-40 (152) 4221489	GREENWAY AT RAMAPO RIDGE PHASE II, DATED 5:27-1988, RE- CORRED 6:3-1988, IN THE OFFICE OF THE BERGEN CLERK IN SECURITY OF THE BERGEN CLERK IN SECURITY MAY NOW OR HEREAFTER BE MAY NOW OR HEREAFTER BE LAWFELLY AMENDED ANDOR SUPPLEMENTED AND AS GRAPHI- CALLY DEPOTED ON THAT CER- THE SECURITY CLERK AS HEREAFTER THE PROPERTY OF THE BERGEN COLUMNY CLERK AS MAP NO.	Names Cross Street HEUE STREET BEST OF THIS FIRM STREET BEST OF THIS FIRM NOUWLEDGE. THE PROPERTY NOT AN AFFORMABLE UNIT SU JECT TO THE FARR HOUSENG ACT Together with all and ingular is ophic, Beerless, privilege henedizments and appunerance premainders, mets, issues and profit the premainders, mets, issues and profit the property, calm as the estate, right, linkers, use, properly, claim as
bidding as a suant to N.J.5 contract and the Office of t	i.A. 40A-11-5 (1) (a). This the resolution authorizing it are available for public inspection in the Clerk to the Board.		GEN COUNTY CLERK AS MAP NO. 26869A. The saleject to unput trees. The saleject may be used to sale assessment to water and sever least and other invalidability assessments. The amount due can be obtained from the local training authority. Pursuant to NUSA 46580-21 the sale may alian be subject to the limited of the sale may alian be subject to the limited of the sale of the sa	remaiders, sents, status and profitered, and also all the estate, right title, interest, use, property, claim as to and out of the same, be sold pay and satisfy in the first place on the said plaintiff the sum of \$508.2.1 Set plus interest thereon. 20% of the purchase price in it form of certified Check or Cash is n quied at time of sale. The proper
Award:	HBC Company Inc. 121 Washington Street Lodi. NJ 07644	NOTICE TO ABSENT DEFENDANT SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION	sever liens and other municipal as- sessments. The amount due can be obtained from the local taking author-	the said plaintiff the sum of \$262,21 98 plus interest thereon;
Services:	Contract Amendment, Change Order No. 1 & 2 for Professional Engineering Services -with HBC Co. Inc.	Bergen COUNTY DOCKET NO. F-003426-19	sale may also be subject to the limit- ed lien priority of any	form of certified Check or Cash is n quired at time of sale. The proper
	Contract Amendment, Change Onder No. 1 & 2 for Professional Engineering Services -with HDC Co. Inc. Hackensack Adaptive Intelligent Traffic Signal System- City of Nackensack Job 8 (23-247)	ILS.) STATE OF NEW JERSEY TO: Dorothy W. Simons afela Dorothy Wells Simons, Deceased, his/her helm, devisees, and personal representatives,	lens which may exist. Together with all and singular the	shall be sold subject to all liens an encumbrances of record and th Sheriff makes no representations or
Amount	\$30,425.82 (Not to Exceed)	Mr. or Mrs. Simons, husband or wife of Dorothy W. Simons alkis Dorothy Wells Simons, the spouse, doresstic partner, or civil union partner of Doro- thy W. Simons alkis Dorothy Wells Simons	hereditaments and appurtenances thereunto belonging or in anywise	tence, amount, or validity of any lien and encumbrances on the propert which is the subject matter of thi
Reso:	205-19 Lara Rodriguez, Clerk Board of Chosen Fresholders	YOU ARE HEREBY SUMMONED AND REQUIRED to serve upon IOM. Law Group, PC, A PROFESSIONAL CORPORATION INCORPORATED IN PENN-SYLVANIA, plaintirs attorneys, whose address is Suite-406; 206 Haddon Ave-	remainders, rents, issues and profits thereof, and also all the estate, right, tile, interest, use, properly, claim and	sale. The known liens and encurr brances provided to the Sheriff at thi time are as follows: (set forth list for
The Record N Fee:\$33.00 (0	Board of Chosen Freeholdens (arch 12, 2019 (0) 4021826	SYLVANIA, plaintiff's attorneys, whose address is Suite 460; 216 Haddon Ave- nuc, Westmort, NJ 08108, phone 9 (609) 250-0700, an answer to the Com- plaint, filed in a civil action, in which Blank of America, NJA is plaintiff, and Doro- thy W. Simons alvila Dorothy Wells Simons, deceased, history heirs, devisees.	demand of the said defendants of, in, to and out of the same, be sold to pay and satisfy in the first place unto	liens) OR N/A. This notice is furthe subject to Conditions of Sale as as forth by the Sheritt of Bergen Count and is subject to the terms and cond
GARY C. ZEI	TZ,LLC.	and personal representatives, and his, her, their or any of their successors in	and many case to subject to the least of the controlled of the con	tions of the Foreclosure Falmess Act Surplus Money: If after the sale an
(porthees, Ne (856) 857-122	TZ, L.L.C. Dak Ricos, Suite 170 w Jansey 08043 20 Plaintiff	right, tills and listenset and Mr. or Mm. Simons, hasband or with of Dorothy W. to pasters of Dorothy W. Simons alka Dorothy Wide Simons it at see the saferstanding), perioding in the Supposer. Court of New Jensey, Charlesy Erickies, and the saferstanding), perioding in the Supposer. Court of New Jensey, Charlesy Erickies, and the saferstanding, perioding and the March 13, 2019 sections of stand-date or Faster Papilished after March 13, 2019 (2); sections of stand-date or Faster publication, exclusive of such 13, 2019 (2); sections of stand-date of such publication, exclusive of such 13, 2019 (2); sections (2); section 13, 2019 (2); section 14, 20	quired at time of sale. The property shall be sold subject to all liens and	cluding costs and expenses, there n mains any surplus money, the more
ISAAC MORA	DI SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY	days after March 12, 2019 exclusive of such date or if published after March 12, 2019 (35) days after the actual dated of such publication, exclusive of such date. If you fail to do so, judgment by default may be rendered against you for	Sheriff makes no representations ex- pressed or implied, as to the exis-	Court Trust Fund and any perso claiming the surplus, or any par
Plaintiff		the relief demanded in the Complaint. You shall file your answer and proof of service in duplicate with the Clerk of the Superior Court of New Jersey, Hughes Justice Complaint. No. 921 Transfers May Jersey (MSCS) in accordance with the	and encumbrances on the properly which is the subject matter of this	Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person claim and asking for an order direc-
INTERBORO	HOLDING GROUP, et. a; Docket No. F-7761-18	sales of governing the courts. This price has been instituted for the number of (i) freedoming a mortners.	brances provided to the Sheriff at this time are as follows: (set forth list for large) CIO N/A. This police is further	ing payment of the surplus money. The Sheriff or other person conduc- ing the sale will have information to
Defendant(s). TO: INTEREC	NOTICE TO REDEEM ORD HOLDING CORP.	this action has been instituted for the purpose of (i) tenciosing a mortage dated Ordsher 00, 2008, made by porophy (i). Simons safe Dorothy Weils 8- tences as mortagaget(s), to Federal Mortages and Investment Corp. secosted on October 24, 2008, for Bergen County is 100-00; 17407, Page 385 of Mortaga- ies for said County, which mortagage was assigned to the plaintiff. Bank of Amer- ca, N.A. by Assignment dated April 02, 2018; and (§) to recover possession of,	subject to Conditions of Sale as set forth by the Sherilf of Bergen County and is subject to the terms and condi-	ing the sale will have information to garding the surplus, if any. THE OFFICE OF THE SHERE! HEREBY RESERVES THE RIGHT TO ADJOURN THIS SALE WITH OUT FURTHER NOTICE THROUGH PUBLICATION!
PLEASE TAN	E NOTICE that an order made on the 27th day of February, 2019, Court fixed April 29, 2019, between the hours of nine o'clock in the four o'clock in the afternoon, prevailing time, at the Office of the of the Borough of Hashrouck Heights located at 216-222 Boule- ck Heights. New Jersey 07004. as the time and place when and	on October 24, 2009, for Bergen County in Book 17407, Page 889 of Mortgag- es for said County, which mortgage was assigned to the palarielt, Barke of Amer- ca, N.A. by Assignment dated April 02, 2018; and (2) to recover possession of, and concerns premisses commonly known as 207 Second Street, Englewood, NJ 07001. Lot 18 Block 2112.	tions of the Foreclosure Falmess Act. Surplus Money. If after the sale and satisfaction of the mortgage debt, in-	TO ADJOURN THIS SALE WITH OUT FURTHER NOTICE THROUGH PUBLICATION
forenoon and Tax Collector ward, Hasbrox	four o'clock in the alternoon, prevailing time, at the Office of the of the Borough of Hasbrouck Heights located at 218-222 Boule- ick Heights, New Jersey 07004, as the time and place when and	NJ 07631. Lot 18 Block: 2113. If you are unable to obtain an attorney, you may communicate with the New	cluding costs and expenses, there re- mains any surplus money, the money will be deposited into the Superior	The Record - Herald News February 27, 2019; March 6, 13, 20 2019 Fee: \$222.10 (106) 4219100
where you ma terest on its or	sy pay to the plaintiff the amount so found due for principal and in- entificate of tax sale as follows:	If you are unable to obtain an attorney, you may communicate with the New Jersey State Bar Association by calling 1-732-249-5000. You may size contact the Lawyer Reteral Service of the County of venue by calling 1-(201) 488-2044. If you cannot afterd an attorney, you may communicate with the Legal Services offices of the County of venue by calling 1-(201) 487-2406.	claiming the surplus, or any part thereof, may file a motion pursuant to	
100 action for 12014-0007 d ough of Hast	efficiate of tax sale as follows: It been instituted for the purpose of foredoxing tax sale certificate saled August 20, 2014; made by the Collector of Taxes for the Sirvacouck Heights, County of Beigen and State of New Jersey, to and recorded in the office of the Berger County Carloftegalar in an expensive county of the County Carloftegalar in the Statistics Heights, County of Berger, and State of New Jersey, ck 200,01, Lot 48, 404 or the tax duplicate of the Scrough of girth, and consented to terreton before County.		Court Rules 4:64-3 and 4:57-2 maining the nature and saisted of that personnel color and saisted personnel color and saising for an order direction of the saisted personnel conducting the saist will have information regarding the saist will have information expending the saist that the saist that the saist that the said that the saist that the	ANTHONY CURETON, SHERIFF OFRICE OF THE BERGEN COUNTY SHERIFF 19000375 SHERIFFS NOTICE SUPERIOR COURT
mortgage boo 46, Borough o	k 1999, page 620; and covers real estate located at E/S Route if Hashmuck Heights, County of Berger and State of New Jersey of 200.01 Lot 48 498 on the tax duralicate of the Brownin of	their successors in right; title and inherest and Mr. or Mrs. Simons, hus- band or wife of Dorothy W. Simons akks Dorothy Wells Simons, the procuse depastic number or civil union nathan of Dorothy W. Simons	The Sheriff or other person conduct- ing the sale will have information re- cording the surplus if any	SUPERIOR COURT OF NEW JERSEY
Hasbrouck He quired to rede and costs.	lights, and assessed to interboro Holding Corp Total amount re- sern is \$8,699.21, together with interest from January 21, 2019.	(C.C.) Corolby W. Simons subb Docothy Wells Simons, Decassed, hisher being substantial of the substantial of substantial substantial in significant and fine substantial or significant and substantial substantia	THE OFFICE OF THE SHERIFF HEREBY RESERVES THE RIGHT TO ADDITION THIS SALE WITH	OF NEW JEPSEY CHANCERY DIVISION BERGEN COUNTY DOCKET NO. F-62291617 Between Plaintiff. SPECIALIZEI LOAN SERVICING LLC, and Defence
and that unless	ss, at the same time and place, you or one of you redeem by pay- aid sum so found due to plaintiff, then you, and each of you shall	you are the unknown heirs of the record owner of the mortgaged premises who executed the bond or note and mortgage being foreclosed herein and may be liable for any deficiency thereor, and for any lien, claim or interest you may have in, to or against the mortgaged premises.	OUT FURTHER NOTICE THROUGH PUBLICATION* The Record - Ridoewood News	LOAN SERVICING LLC, and Defend ant ROBERT THORDEN; MRS DOBERT THORDEN WIFE O
be debarred a and to the las and every par	and forestioned of and from all right and equity of redemption of, in distand premises above set out and described in the complaint thereof, and that the plaintiff be vested with an absolute and in-	may have in, to or against the mortgaged premises. Michelle M. Smith Michelle M. Smith Michelle M. Smith Superior Court of New Jersey	February 27, 2019; March 6, 13, 20, 2019 Fee: \$309.65 (141) 4218606	LOAN SERVICING LLC, and Determine ROBERT THORNON, MYSE OR ROBERT THORNON, WIFE OR ROBERT THORNON, SERVICE TOWN GOT ANN SERVICE THORNON, SERVICE TOWN INC. AND DISCOVER BANK TON INC. AND DISCOVER BANK TON INC. AND DISCOVER BANK
defeasible est. Anything to th	ate of inheritance in fee simple in said lands and premises. e contrary note/thistanding, redemption shall be permitted up until all judgment including the whole of the last date upon which judg-	Michelle M. Smith, Clerk The Record March 12, 2019 Fee:\$73.70 (124) 4321834		1/9/2019
he entry of fir nert is entere Dated: March			ANTHONY CURETON, SHERIFF OFFICE OF THE BERGEN COUNTY SHERIFF	CMI Action - Writ of Execution Date 1/8/2019 MCCALLA RAYMER LEIBERT PIERCE LLC 29 WOOD AVENUE SOUTH SUITE 803
	Attorney for Plaintiff	THE EDUCATIONAL SERVICES COMMISSION OF NEW JERSEY REQUEST FOR BIDS. The Educational Services Commission of New Jersey Discretization Jersey (New Jersey Discretization).	ANTICONY CURRETON, SHERIFF CORFICE OF THE BENGEN HOOGOOD SHERIFF IN DOTICE SHIPPENION COURT CHANCERY DIVISION BENGEN COURT CHANCERY COURT CHANCERY COURT CHANCERY COURT CHANCERY COURT CHANCERY CHANCE CHANCERY CHANCE CHANCERY CHANCE CHANCERY CHANC	
Fee:\$ 58.30 (1	arch 13, 2019 06) 4321833	The Educational Services Commission of New Jersey, Placetaway, New Jersey, hereby advertises for competitive bids in accordance with N.J.S.A. 18A-18A-21(a, b).	OF NEW JERSEY CHANCERY DIVISION BERGEN COUNTY	Dy virtue of the above stated with the discount and delivered. I have for the discount and delivered. I have for public visuous at the Shendfirs Office is the City of Hackensack, 2 Berges County Plaza. 2nd Floor, Hackensack, NJ 07601 on Friday, MARCH 22, 2019 at two o'clock in the atternoon, prevailing time.
BY VIRTUE N	OTICE OF PUBLIC SALE OF CO-OP APARTMENT OF A DEFAULT UNDER that certain Security Agreement, record- 21, 2018 and made by Shariyn Hughes (the "Debtor") in favor of	BID NO. ESONJ 18/19465 TITLE OF BID: JOB ORDER CONTRACTING: HVAC SERVICES-REPAIR & MAINTENANCE	Between Plaintift WELLS FARGO BANK, N.A., and Defendant KEI A	County Plaza, 2nd Floor, Hacken sack, NJ 07601 on
ed September TIAA Bank, FS NOTICE IS H	3. A LIDA ALLE. LYKLISH that certain saccinry Applications, recond- 21, 2019 and made by Sharipp Hagbins (the "Disbot") in favor of a property of the programment of Article 9 of the Uniform Commer- Secured Party will sell the collaboral hereinster described at pul- Widensday, April 9, 2019 Sald public auction will commence at the offices of Destration Homes Beauty, Robert Domatius, Bricker, 4, Summit New Jersey 07901, at which time the following collabor- ter of the Commerce of the Commerce of the Commerce of the DESTIDATION DIVIDATE THE ARM INTERDECT IN THAT CERTAIN.	TITLE OF BID ONDER CONTRACTING TWAC SERVICESHEPAR & MARTENANCE BID OPENING: APRIL 17, 2019 @ 12:00 P.M.	UNITED STATES OF AMERICA: CIVI Action - Writ of Execution Date: 1/11/2019	at two o'clock in the afternoon, pre- valing time: The property to be sold is increted in
cial Code the ic auction on 10:00 a.m. at	Secured Party will sell the collateral hereinafter described at pub- Wednesday, April 2, 2019 Said public auction will commence at the offices of Destination Home Pealty, Robert Donahue, Broker,	BID NO. ESCNI 1819-66	SHAPIRO & DENARDO LLC 14000 Commerce Plosy. Suite B Mt. Laurel. NJ 06954	valing time: The property to be sold is located in the municipality of CITY OF HACH ENSACK in the County of Berge and State of New Jersey.
al will be sold: ALL OF THE	 Summit New Jersey 07901, at which time the following collater- DEBTOR(S) RIGHT, TITLE AND INTEREST IN THAT CERTAIN Y LEASE BETWEEN THE DEBTOR AND LANDMARK EAST. 	TITLE OF BID: JOB ORDER CONTRACTING: PAVING SERVICES-REPAIR & MAINTENANCE BID OPENING: APRIL 17, 2019 @ 11:00 A.M.	BURNTO PARTE OF AND PARTE OF A DEPARTMENT	ENSACK in the County of Berge and State of New Jersey. Street & Street No: 5 UNDE STREET, UNIT 3D, HACKENSACI NJ 07601 Tay Block and Let Block 409: Let
CORPORATII AT 199 BER	DEBTORIS RIGHT, TITLE AND INTEREST IN THAT CERTAIN Y LASS ENTHERS IN THE DESTOR AND LANDAURSE RAT IN COVERING APACTMENT 2E IN THE PERMISES LOCATED LISTEN FOR AND AND TO 221 SHARES OF THE CAP-DE LANDAURSE AND IN AND TO 221 SHARES OF THE CAP-DE LANDAURSE EAST OFFICE AND APPLICABLE TO SAID ALL FIXTURES, CHATTELS AND APPLICABLE TO SAID NCLUCING BUT NOT LIMITED TO PLIMBING AND BATH-RES, STOVER RANGE, WINDOW SHARES, REPRESENTED.	All bids must be submitted to the Educational Services Commission of New Jer-	public venue at the Sheriff's Office in the City of Hackensack, 2 Bergen County Plaza, 2nd Floor, Hacken-	NJ 07601 Tax Block and Lot: Block: 428; Lot: QUAL C0003 Dimensions of Lot: CONDOMINUM Nearest Cross Street: PASSAI
TAL STOCK APARTMENT	M. COVERING APARTMENT 3E IN THE PHEMISES LOCATED EIN TURNIPUE AND 20 BERGEN TURNIPUE. RIDGEFIELD JERSEY 07600 AND IN AND TO 221 SHARES OF THE CAPI- DE LANDMANK EAST CORPORATION APPLICABLE TO SAID ALL FIXTURES, CHATTELS AND ARTICLES WITH SAID INCLUDING BUT NOT LIMITED TO PLUMBING AND BATH-	sey in a sealed envelope, marked with the bid # 'BID #ESCNJ 18/19-65 for HVAC or 'BID #ESCNJ 18/19-66 for Paving' on the front of the envelope/package. ESCNJ is bidding HVAC Services and Paving Services-	sack, NJ 07601 on Friday, MARCH 22, 2019 at two o'clock in the afternoon, pre-	Nearest Cross Street: PASSAI STREET Pursuant to NJSA 46:583-21 et sec this sale may be subject to a limite
GTCHEN CA	INGS AND EISTI IDES OF EVERY KIND IN OR LISED IN OPER.	provide products and services to ESCNU Co-op Members throughout the region(s) specified. Our Co-op currently has over 1,250 Members located	The property to be sold is located in the municipality of TOWNSHIP OF	Pulsuant to NUOA 46:sal-21 et alecthis sale may be subject to a limite lien priority of the condominium association and any successful bidder shelffix sale may be responsible in paying up to 6 months worth of upaid condominium fees.
ATION OF S	INGS AND FIXTURES OF EVERY KIND IN OR USED IN OPER- IND PRIMSES, TOGETHER WITH ANY AND ALL REPLACE- IEFOR AND ADDITIONS THERETO. Ig indebtedness, in the approximate amount of \$16,255.96 as of	www.ascri.us/bidding at no charge or picked up at 1660 Stelton Road, Second Floor, Placataway, NJ 06654, or mailed to you for a \$50.00 fee. E-mail your re- ruses to room@550.00 lum or mail to 1600 Stelton Board Second Eloor Diseas.	TEANEOK in the County of Benger and State of New Jersey. Tax LOT 9 BLOCK 9610 COMMONLY known as: 223 TEANEOK ROAD, TEANECK, NEW JERSEY 97666	paying up to 6 months worth of ur paying up to 6 months worth of ur paid condominium fees. "TO THE BEST OF THIS FIRM! INNOWLEDGE, THE PROPERTY I
August 1, 201 sented by a P tween the Del	ig incubationation, in the approximate surround or shubus set as it is plus socrated interest, legal fees and costs of stale, as repre- riornissory. Note or any other form of repayment agreement be- tor and Secured Party is not, part of this auction and is not being	away, NJ 08854. Anyone downloading bid specifications from our website shall notify the Commission so that we can send notice of addends. The Education-sal Services Commission of New Jersey nearways the right to select any or all	TEANEOK ROAD, TEANEOK, NEW JERSEY 07666	NOT AN AFFORDABLE UNIT SUE
sold. The purchas bank check, o	e price for the collateral shall be payable in cash or by certified or	bids in whole or in part, to waive any formalities or irregularities in any bids, and to accept the bids which, in its discretion, within State law, as for the best interest of the Educational Services Commission of New Jessey. Bids will be	ly) 12 X 3 X 39 X 140 X 35 X 128 Nearest Cross Street: SITUATED ON THE SOUTEASTEDLY SIDE OF	NOT AN AFFORDABLE UNIT SUE SECT TO THE FAIR HOUSING ACT Together with all and singular th rights. Elserlies, privileges handlamouts and snoutheaster.
rul bid at time within thirty () bid at this sal	of which a ten (10%) percent deposit is required with the success- of succina and the betakens of the purchase price shall be puyable (0) days ("Closing Date"). The Secured Parly reserves the right to e, shall not be required to post at deposit with the Auctioner and plant the purchase price bid all sums due to the Secured Parly county Agreement. The sain may be subject to Nutrier conditions as may be announced at the start of the suction. The Colleteral thereto may be imported at the officer of Parless, Becker 4.	opened and publicly read immediately following the deadline. A pre-bid meeting will be held at the ESCNJ Piscataway campus. Attendance	TEARECK ROAD, TEARECK, NEW TEARECK, NEW TEAREST STATEMENT OF THE SCHOOL STATEM	thereunto belonging or in anywis appertaining and the reversion an
under the Se and revisions	person one personate price bid as sums due to the Secured Party outly Agreement. The sale may be subject to further conditions as may be announced at the start of the auction. The Collsteral	A pre-bid meeting will be held at the ESCNU Pracatiwary currous. Attendance is attocky recommended, but not required. Bidders should RSVP at coop® Station and remeting will be held at the following date, time and location: ESCNL Bright Regirmings Learning Center—Second Floor 1605 Station Read, Placatiwary, New Jensy (MSIS).	The sale is subject to unpaid taxes and assessments, tax, water and sever liens and other municipal as-	thereof, and also all the estate, right title, interest, use, property, claim andemand of the said defendants of, it to and out of the same, be sold to and
The Co-Op A	partment will be sold as is, subject to superior liens, if any, subject		sessments. The amount due can be obtained from the local taxing author- ity. Pursuant to NJSA 46:88-21 the	pay and satisfy in the first place unt the said plaintiff the sum of \$109,90
the cooperative Please direct	risette or occupante in posissession, il anij, and subject to fights of exporation. Description is a constraint of the purchase. Il requirement of the constraint of the purchase. Il requirement of the constraint of the constr	The duration of the Contract will be for 24 months with extensions as permitted by law, when in agreement to do so by both the awarded vendor and the CSCNL.	sare may also be subject to the limit- ed lien priority of any condominium/homeowner association	45 plus interest thereon; 20% of the purchase price in th torm of certified Check or Cash is n
	Attention: Santord J. Becker, Engains Attention: Secured Party 20000 Horizon Way. Suite 900	Respondents are required to comply with the requirements of N.J.S.A. 10:5-21 et seq. and N.J.A.C. 17:27. New Jersey Business Registration Certification is required for all bids as well as the Political Contribution Disclosure Form.	condominium/homeowner association lans which may exist. Together with all and singular the rights. Beeties, privileges, hereditaments and appartmanances thereasts believinging or in anywise appertabling and the revention and	shall be sold subject to all liens an encumbrances of record and the
March 6, 12	Mourt Laurel, New Jersey 08054 856-813-1700 20, 27, 2019-Fee: \$215.60 (98) 4220789	required for all bids as well as the Holiscal Commission Discolluse Form. Patrick M. Mosen, Business Administrator/Board Secretary The Record March 15, 2016	thereunto balonging or in anywise appertaining and the reversion and remainders, rents, leaves and remainders, rents, leaves and remainders.	presed or implied, as to the existence, amount, or validity of any lien and encumbrances on the r
		Fee: \$63.80 (96) #4221960	appertaining and the revenion and remainders, sents, issues and profits thereof, and also all the estate, right, tile, interest, use, properly, claim and demand of the said defendants of, in, to and out of the same, be sold to	which is the subject matter of this sale. The known liens and encum brances provided to the Shariff - and
THE PO	RT AUTHORITY OF NEW YORK AND NEW JERSEY NOISE EXPOSURE MAP ACCEPTANCE	BOROUGH OF ALLENDALE	thereof, and also all the entire, right. With interest, popperly, claim and to and out of the same, the sold to and out of the same, the sold to be and out of the same, the sold to be also the same of the same	time are as follows: (set forth list follows: (set forth list follows: (set forth list follows: subject to Conditions of Sale ** **
	NOISE EXPOSURE MAP ACCEPTANCE PUBLIC ANNOUNCEMENT		84, plus interest thereon; 20% of the purchase price in the form of certified Check or Cash in me.	forth by the Sheriff of Bergen Count and is subject to the terms and cond tions of the Foreclosure Faime == 4-4
NE	EWARK LIBERTY INTERNATIONAL AIRPORT	PUBLIC NOTICE PUBLIC HEARING ON THE SUBMISSION OF A BERGEN COUNTY TRUST FUND REPURPOSE GRANT APPLICATION	quired at time of sale. The property shall be sold subject to all liens and encumbrances of record and the	Surplus Money: If after the sale an satisfaction of the mortgage debt, in cluding costs and expenses, there re
Pursuant	to Section 107(a) & (b) [Title 49, United States Code, Sec- 5] of the Airport Satety and Noise Abatement Act of 1979, ed., notice is hereby given that on January 15, 2019, the uniforn Administration has completed its evaluation of, and ily acceptod the Noise Exposure Maps for Newark Liberty		Shariff makes no representations ex- pressed or implied, as to the exis- tence, amount, or validity of any liens	mains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person
as amend	led, notice is hereby given that on January 15, 2019, the	Trast Furd Municipal Programs for Park Improvement Project VOTICE is heaving upon that the Bouogo of Allendaia with Itolia 9 Public Heaving for the purpose of receiving connectes on a Bengen Courtly Open Space Fund Municipal Drogram Park Improvement repropose agric application. Baldings, located at 560 West Crescost Avenue, Allendais, No G7401 at 500 part which time all persons who may be thereaded them's lab orgion on open and with the persons who may be thereaded them's lab orgion and person of the person and the person of t	teron, amount, or validity of any liens and encumbrances on the property which is the subject matter of this sale. The income liens and encum- brances provided to the Sheeff at this time are as follows: (set forth list for liens) CR NA. This notice is further subject to Conditions of Sale as set forth by the Sheeff of Bergen County and is subject to the terms and condi-	coaming the surplus, or any par thereof, may file a motion pursuant to Court Rules 4:54-2 and 4:57-2 stating
has forma	wation Administration has completed its evaluation of, and illy accepted the Noise Exposure Maps for Newark Liberty	ine Public Hearing will be held on Mirich 28, 2019 in the Alfandale Municipal Building, located at 500 West Crescent Avenue, Allendale, NJ 07401 at 8:00 on at which time all persons who may be interested thesein will be given an op-	which is the subject matter or this sale. The known liens and encumbrances provided to the Sheriff at this time are as follows: (set forth list for liens) OR N/A. This notice is further	the nature and extent of that person claim and asking for an order direct ing payment of the surplus money
sex, New	ay acceptant are rose exposate ways for rewark covery all Airport (EWR), located in the counties of Union and Es- Jersey that was prepared pursuant to Title 14, Code of Fed- ations, Part 150 (14 CFR Part 150). These maps and sup- cumentation are accessible to public review online at highert 150.com/EWR_FNEM.asp	sion of Bergen County Trust Fund Municipal Park Program for Park Improve- ment Projects.	time are as follows: (set forth list for liens) OR N/A. This notice is further subject to Conditions of Sale as set forth by the Shertf of Bergen County and is subject to the terms and condi- tions of the Conscious Estimate Art	ing payment of the surplus money. The Sheriff or other person conducting the sale will have information re- garding the surplus, if any. "THE DIFFICE OF THE SHERIFF HEREBY RESERVES THE RIGHT
eral Regul	ations, Part 150 (14 CFR Part 150). These maps and sup- cumentation are accessible for public review online at:	Formal action may be taken.	Surplus Money: If after the sale and satisfaction of the mortgage debt, in-	THE OFFICE OF THE SHERTH TO ADJOURN THIS SALE WITH OUT FURTHER NOTICE THROUGH PUBLICATION
I between	minorHED com/EMID_ENEM area	The Borough of Allendale desires to obtain funds in order replace playground equipment, fence and mulch at the existing playground located at Creshecod Per Joseph of 200 W. Cresners Janesus (1904) 1073 Ltd & This returnment	mains any surplus money, the money	PUBLICATION'

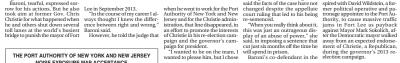


6 | NEWS The JERSEY JOURNAL Wednesday, February 27, 2019

I got sucked into Christie's 'cult': Baroni

Former Fort Authority executive Bill Baroni — convicied for his nole in the biarre scheme of pole in the scheme as the scheme as Bridgest in the scheme as Bridgest — will be spending a little less time in prison on the charges against him. Originally sentenced to two years, Baroni will now serve 18 months in prison, following are months in prison, following are fore U.S. District ludge Susan Wignetton.

Wigenton. Baroni, tearful, expressed sor-



NOISE EXPOSURE MAP ACCEPTANCE

PUBLIC ANNOUNCEMENT NEWARK LIBERTY INTERNATIONAL AIRPORT

Pursuant to Section 107(a) & (b) [Title 49. United States Code. Section 47506] Full Salety and Noise Abatement Act of 1979, as amended, notice is of the Airport Salety and Noise Abatement Act of 1979, as amended, notice is hereby given that on January 15, 2019, the Federal Aviation Administration has completed its evaluation of, and has formally accepted the Noise Exposure Maps for Newark Liberty International Airport (EWR), located in the counties of Union and Essex, New Jersey that was prepared pursuant to Title 14, Code of Federal Regulations, Part 150 (14 CFR Part 150). These maps and supporting documentation are accessible for public review online at http://oanvnipart150.com/EWR_FNEM.asp



- COUNTING!

to get sueked into his cult and culture, - he said. "So by the time of
this idea, to use the lanes of the
George Washington Bridge to help
his campaign, Ino longer had that
line of right and wrong to say no
The former Republican state
senator called himself broken.
"So much good I've done in my
life I've destroyed. I deeply disapmy filher. I am so sorry, 'he said,
his voice wavering as he stood in
Wigenton's courtroom.
Despite his apologies, his pudge
stander better the U.S. Autroriey's office charged as 'a
purchy personal vendera' in commuch good in his life. Wigenton
said the facts of the case have not
prediction campaign for governor.
Prosecutors said the two conspired with David Widdstein, aforprediction campaign for governor.
Prosecutors said the two conspired with David Widdstein, aforprediction campaign for governor.

much good in his life, Wigenton said the facts of the case have not spired with David Wildstein, a for

NEWSPAPER

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Governor demands reopen date for **Atlantic City** rail line

NEWARK — Gov. Phil Murphy is pushing back against transpor-tation officials and demanding an exact date by the end of the week

exact date by the end of the week for when rails evice between Philadelphia and Atlantic City will be back in service.

The Press of Atlantic City reactive the result of the result of

nate bus and rail lines

- ASSOCIATED PRESS

8 | NEWS The JERSEY JOURNAL Wednesday, March 6, 2019

Warrant issued for driver in fatal hit-run

claimed the life of 34-year-old Darleen Westbrook.

Authorities have identified the first who allegedly left the scene of a gold Chrysler who allegedly left the scene of a first last month in North art is last month in North The Hudson County Prosecutor is a first last month in North The Hudson County Prosecutor as said and the scene of a first last month in North The Hudson County Prosecutor as first last month in North The Hudson County Prosecutor as first last month in North The Hudson County Prosecutor of Soffice has issued an arrest warman for Monta D. I poplition, who is charged with the first Bills in and-run, which is considered that the properties of the scene of a montrow within the first Bills in and-run, which collision missed in the first Bills in and-run, which collision in missed in the first Bills in and-run, which collision in missed in the first Bills in and-run, which collision in missed in the first Bills in and-run, which collision in missed in the first Bills in and-run, which collision in missed in the first Bills in and-run, which collision in missed in the first Bills in and-run, which collision in missed in the first Bills in and-run, which collision in missed in the first Bills in and the properties and the first Bills in the first Bills in and the properties and the first Bills in the first Bills in and the properties and the first Bills in the first



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THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY NOISE EXPOSURE MAP ACCEPTANCE PUBLIC ANNOUNCEMENT

NEWARK LIBERTY INTERNATIONAL AIRPORT

Pursuant to Section 107(a) & (b) [Title 49, United States Code, Section 47506] of the Airport Safety and Noise Abatement Act of 1979, as amended, notice is hereby given that on January 15, 2019, the Federal Aviation Administration has completed its evaluation of, and has formally accepted the Noise Exposure Mans for Newark Liberty International Airport (EWR), located in the Exposure Maps for Newark Loerry International Aurport (EWH), located in the counties of Union and Essex, New Jersey that was prepared pursuant to Title 14, Code of Federal Regulations, Part 150 (14 CFR Part 150). These maps and supporting documentation are accessible for public review online at: http://panyripart150.com/EWFL_PNEM.asp

Who's not running for president

Michael Bloomberg, the Democrat last 77-year-old former New York City mayor and one of the richestmen in the world, announced his decision not to join the crowded Demoviers as a politiocratic field in a Bloomberg News cal centrist.

ocratic field in a Bioomneerg News editorial yesterion, who lost to Bloomberg is expected to play Donald Trump in 2016; also said she won't run for president. When the work a work is from the outside. Bloomberg flirted with a presidental run before, but as an independential run before, but as an independential run before, but as an independent. He registered as a massive data-driven effort to help

Clinton, the former secretary of state, senator and first lady ruled out another campaign during an interview posted Monday by New ork TV station News12



We Stand Behind Our Work, Professional, Quality Results Will Bring A Smile to Your Face!



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REVIEWS:

You were courteous professional and meticulos. The service was exceptional and the payment schedule was reasonable. -Lt. Greg Policia de Palisades Interstate Parkway

well done!
or Welsenseel, M.D. FACC New York, NY
n eat ribs and smile all day long!"
amuels Tenafiv

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6 | NEWS The JERSEY JOURNAL Wednesday, March 13, 2019

Ex-state aide says he was falsely accused



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TOWN OF HARRISON PUBLIC NOTICE GREEN ACRES PROGRAM

The Town of Harrison will hold a Public Hearing to discuss the proposed Green Acres Applications pertaining to the Proposed Cape May Street Waterfront Park/Walkway. The Green Acres Program provides funding in the form of grants and low interest loans for land acquisition, park development and stewardship activities. The Town will be seeking grant funds from the NJDEP Green Acres' Local Government Stewardship application and the Local Government Assistance Application for Park Development, Residents are invited to attend and participate in the discussion process of the proposed Cape May Waterfront Park/Walkway Project on Thursday, March 28, 2019 at 5:00 P.M. at the Harrison Town Hall, Council Chambers, 318 Harrison Avenue, Harrison, New Jersey 07029. Formal Action may be taken. Any questions can be directed to the Town Clerk at 973-268-2442.

PAUL J. ZARBETSKI, TOWN CLERK

'Deceptive, incomplete story': alleged victim

AND BRENT JOHNSON NJ ADVANCE MEDIA

Katie Brennan, the state official who has accused a former top Gov. Phil Murphy aid of raping her, said her alleged attacker, Al-bert J. Alvarez, has laid out "a de-ceptive and incomplete story" in

her, said her alleged attacker. Albert J. Ahrarez, has laid out "a deceptive and incomplete story" in a
nexplosive new report.
Politico New Jersey laik Monday
night posted portrison of videos
that shed new light on the allegations made by Brennan last fall
and provide the most extensive

The maybe
the most provide the new length of the allegations made by Brennan last fall
and provide the most extensive

The report came as Alwarez we
set to speak in public for the first
of the complete story of bolitico," said Brennan
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The march New Jersey Mortgage and Housleation, prosleation, prosthe most view for said Brennau, who is chief of staff to the New Jersey

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look so far administration. He testified be-into Abarez's fore state lawmakers at the State-side of the house yesterday moming, story. He has But Brennan released a tersely vehemently worded statement yesterday denied rap-ing Brennan. sented a deceptive and incom-l m maybe plete story to Politico," said Bren-

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY NOISE EXPOSURE MAP ACCEPTANCE PUBLIC ANNOUNCEMENT

NEWARK LIBERTY INTERNATIONAL AIRPORT

Pursuant to Section 107(a) & (b) (Title 49 United States Code Section 47506) of the Airport Safety and Noise Abatement Act of 1979, as amended, notice i of the Airport Sately and Mose Abatement Act of 1979, as amended, notice is energy eyes that of January 15, 2019, the Federal Avaidan Administration has completed its evaluation of, and has formally accepted the Noise Exposure Majes for Newark Liberty International Airport (EWR), located in the counties of Union and Essex. New Jersey that was prepared pursuant to Title 4, Code of Federal Regulations, Part 150 (14 CFR Part 150). and supporting documentation are accessible for public review online at: http://panynipart150.com/EWR_FNEM.asp

AT YOUR SERVICE, Basking Ridge

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The Bayonne Library Board of Trustee mee will be held every first

will be held every first Tuesday of the month (except for the meeting on Monday, June 4 and the one on Wednesday, November 6) at the Library Second Floor, 697 Avenue C. There will be a veset C. There will be no meet-ings in July and August.

Ann Dworzanski at (201) 436-2244 or Claire Vodarski at (201) 616-8830

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

NOISE EXPOSURE MAP ACCEPTANCE

PUBLIC ANNOUNCEMENT

NEWARK LIBERTY INTERNATIONAL AIRPORT

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review online at: http://panynjpart150.com/EWR_FNEM.asp

6 • BAYONNE COMMUNITY NEWS • Thursday, February 28, 2019

Hudson County Umpires Association will hold cadet classes for prospec-

tive high school umpires January through March. 2019. Contact Mike Lyncl Ongoing killtheump@aol.com for

> Atlantic City Monthly Trips: first Thursday will be to Resorts Casino and third Thursday will be to Golden Nugget. Cost is \$32 which gets you a \$25 slot play. Bus leaves at 10 a.m. For information, call Barbara at (201) 437-0902 or Eddie at (201) 437-5721.

W.T. C.A.R.E.S After

School Program starting September 11 thru the Academic school year calendar, Monday to Friday, 3 to 6 p.m. at Wallace Temple A.M.E. Zion Church, 392 Avenue A.M.E. Zion Church, 392 Avenue Additional fees are applicable for early morning care. All are welcome to attend! For information come to attend! For information call (201) 437-5214.

The Bayonne Girl Scouts lead by The Bayonne Girl Scouts lead by creating, solving, building, climbing, trying, growing, and helping—just ordinary girls doing extraordinary things! The Girl Scouts of Bayonne have troops for girls in Kindergarten through High School. We are also looking to recruit adult volunteers as well. For info, contact us at girlscoutsofbayonne@mail.com or call Jean at (201) 407-4250.

GFWC Peninsula Women's Club Meetings on the third Wednesday of the month from 7-9 p.m. at the 56th Street Senior Center. We are dedicated to working together to better our community through activities, collections, fundraising activities, collections, fundraising and events to promote education, wellness and awareness. Check out GFWC Peninsula Women's Club on Facebook or email peninsula-womensclubnj@gmail.com for

information.
The Bayonne Special Education
Parent Advisory Council (SEPAC)
meets on the first Wednesday of every month, unless otherwis noted, at 6 p.m. at Korpi Ice Rink, 2nd Floor, Multipurpose Room. For information contact Flisha DeMaria at elisha.demaria@nyu.

edu.

Scribblers Circle writing group
meets on the second and fourth
Tuesday of each month: September, October, November
and December in 2018. Various SASHING BRUNCH — Members of the Pulaski Parade Memorial Committee held a meeting to discuss plans for a Sashing Brunch to honor 2019 Bayonne Contingent Marshal, Kamilia Domanski (front row 3rd from right). The event will be held at the Chandeller Restaurant on April 6 at 11:30 a.m. Tickets are \$40 for adults and \$30 for students. For information, contact literary and writing topics are ex-plored followed by the sharing of individual's writing the following meeting. Membership is limited to ten members and applications for membership can be applied for membership can be applied for before or after any meeting. The meetings are from 5 p.m. to 7 p.m. Meeting place is The Bridge Art Gallery on the corner of 7th Street at 199 Broadway. Adults over 18 are welcome.

Red Hat Foxie Ladies meet the 1st Tuesday of every month in the Bayonne Public Library meeting room at 12:30 p.m. Call Connie for information at (201) 437-9677

Branch's 2018 Monthly Meetings meet every 2nd Tuesdays



St. Patrick's Day Season

The month of March will be with us very shortly. In honor of St. Patrick's Day, which falls on March 17, there will be several events going on throughout the area. would like to highlight two of them in chronological order: the St. Patrick's Day Kickoff on March 14, and Bayonne's St. Patrick's Parade on March 17.

Patrick's Parade on March 17.
The St. Patrick's Day Kickoff will benefit the Bayonne Economic Opportunity Foundation (BEOF), Bayonne's Community action agency. The cytical state place on Thursday, March 14, at 6 p.m., at the Bayonne Masonic Lodge, at 40° Street and Avenue C. A \$35 domation to the BEOF will cover Irish food, beverages, and musical Screaming Orphans, a popular, fourt-woman group from County Donegal, Ireland. The Screaming Orphans have their roots in Screaming Orphans have their roots in Celtic music, and incorporate pop, rock, and international styles into their tunes. The BEOF provides social services for seniors

BEOF provides social services for seniors and people of all ages who are in need. Please join us in celebrating the St. Patrick's essent by supporting the BEOF and enjoying the music.

The Screaming Orphans are the four Diver sisters from Bundoran in County Dengards. The group's musical instruments include The group's musical instruments include the properties of the pr North America. Their hit song, "Taproom," was named 2017 Folk/Pop/Rock Album of the Year by Folk 'n' Rock Magazine.

The kickoff event will feature an Irish soda bread contest. First, second, and third place finishers will win Shop-Rite gift

place finishers will win Shop-Rite gift cards. Raffles to benefit the BEOF will also take place at the event. Interested parties should visit beoforg for information about purchasing reserva-tions. Anyone who would like to purchase a physical ticket may do so at the Office of the Mayor during regular business hours, Monday through Friday, from 8:30 a.m. to 4:20 e.m.

The annual Bayonne St. Patrick's Parade will take place on St. Patrick's Day itself, which is Sunday, March 17. The parade is organized by the St. Patrick's Parade Comorganized by the St. Patrick's Parade Committee, which is sponsored by the Irish American League, the Shamrock Society, the County Cork Association, and the County Dongal Association. The parade will step off at 1 p.m. at 5th Street and Broadway. This year's Grand Manshal is Bridget Antezak. We all look forward to marching with her on what is always a great day in the city of Bayonne.



From page 5
Paul II-Mt. Carmel Parish
Center Gym. The event will
benefit the Felician Sisters
Mission and School for
Exceptional Children, the
Bayonne Soup Kitchens at
the Parishes of Bl. Miriam
Teresa Demjanovich, St.
Vincent de Paul and Trinity,
St. Henry Prayer Shawl
Ministry, and Ocean of
Love Pediatric Cancer Family
Support Programs. A hot
buffet, dessert, refresh-

es will be featured Tickets are \$25 for adults and \$10 for youth. For at (201) 467-7982 or Evelyn at (201) 823-2893.

The 56th Street Senior Center will be holding a Spring Craft Fair on March 30 from 9 a.m. to 3 p.m. Vendors are needed. Tables are free. All items

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY

NOISE EXPOSURE MAP ACCEPTANCE PUBLIC ANNOUNCEMENT NEWARK LIBERTY INTERNATIONAL AIRPORT

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International Airport (FWR), located in the counties of Union and Essex, New Jersey

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Dr. Lawrence Byrd

announces the

relocation of his office to

946 Avenue C

Bayonne

This move will be effective on

March 6.

Phone: 973-736-2212

Fax: 973-736-2989

Dr. Byrd specializes in the treatment of high

blood pressure and chronic kidney disease.

review online at: http://panynjpart150.com/EWR_FNEM.asp

wish to reserve a table, please call Ralph at (201) 437-5996 between 9 a.m

The Pulaski Parade Committee Sashing Brunch to honor 2019 Bay-onne Contingent Marshal, Kamilla Domanski will be held at the Chandelie Restaurant on April 6 at 11:30 a.m. Tickets are \$40 for adults and \$30 for students. For information,

bring an item for the Bay onne Food Bank. Admiss at (201) 436-2244 or Claim includes a sheet of raffle tickets, dessert, coffee, Vodarski at (201) 616-8830

The Hudson County Animal tea, and goodies on the table. Water and soft drinks League presents "The Sunny Spring Matinee Tricky Tray" on April 6 from 2:30 to 6:30 p.m. at will be available for pur-chase. Door prizes too! For tickets, contact Cheryl L. at (201) 736-7560, Cindy from 2:30 to 6:30 p.m. at The Heart of Jesus Polish Catholic Church 290 Ave-nue E at 23rd St. Admission is \$12 plus a can or more of Friskies cat food for our homeless cats. If you can Gincel at healnj@gmail lagher at (201) 436-7416. homeless cats. If you can

Kindergarten registra-tion for September 2019 on April 9 from 9-11 a.m. and 1-3 p.m. and March 21 from 9-11 a.m. and 1-3 p.m. at Bayonne Board of Education, 29th St and Avenue A, Door #3. Child must be 5 years of age on o before October 1, 2019 for indexentee. Deep informs. Deep informs kindergarten. For informa tion, visit https://www. bboed.org/Page/1549.

Trinity Parish in Bergen Point is having a fun filled bus ride to the Tropicana Casino in Atlantic City on April 13. The cost is \$35 per person with slot play of the day. Bus departs at 9:30 a.m. sharp from the church parking lot on 5th St off Broadway. Parking is avail-able in the church lot. For

A fun filled day is planned by The Hudson County Animal League Casino Bus to The Sands Casino in Bethlehem, PA on April 13 at 10 a.m. The bus departs from side of CWV at 23 St. off Broadway Parking lot at end of 22nd street. Tickets are \$35 with \$30 play back & \$5 food coupon. Come and join the fun! Good food, great shop ping at the outlets right in the Casino and \$2 bus ride into Bethlehem for people to visit. Call Chris Reilly, Cindy Gincel or Lorma
Wepner at (201) 437-7263
or email Lormalady@aol.
com. Order tickets early to
hold your seat.

Phyllis & Adelaide are run Phyllis & Adelaide are run-ning a fun filled bus ride to the Sands Bethlehem PA on April 28. Cost is \$36 per person with a \$35 Slot Play (no food coupon). Bus leaves at 10:30 a.m. from East 35th Street. There will be refreshments and

See page 12

Message from THE MAYOR

Celebrating Bayonne at 150

The City of Bayonne will hold a ceremomy to mark its 150th anniversary. The event will take place on Saturday, March 9, at 2 p.m., in the gallery on the second floor of the Bayonne Public Library, at 31st Street

The 150th anniversary event is taking place now, because the New Jersey Legis-lature passed the law establishing the City of Bayonne on March 10, 1869.

The ceremony will feature opening and

closing vocal performances by Rich La-Lena, the official Town Crier of the New Lena, the official lown Crier of the New Jersey State League of Municipalities. At the beginning of the program, he will cry out excerpts from the law that created the City of Bayonne in 1869. He will end the City of Bayonne in 1869. He will end the program with cries about upcoming events for Bayonne 150. Mr. LaLena is the Presi-dent of the American Guild of Town Criers. Two Bayonne High School musical groups, the Honors Choir and the Bee's

groups, the Honors Choir and the Bees Knees, will sing a mixture of patriotic and popular songs.

The event will include a reading about Bayonne in 1869. The reading will be done by Public Information Officer Joseph E. Kyan and Michelle Pyka Laskowski, who was named Miss Bayonne/Miss Bayonne Centennial by the Centennial Committee

City officials presenting items to be included in a time capsule that will be opened in

We are rightly proud of the contribu-tions that the City of Bayonne has made to the world since 1869. In our early days, Bayonne was known for its resort hotels, boating, farming, and fishing. Later, Bay onne became the home to oil refineries and onne became the home to oil refineries and factories, and was called the Peninsula of industry. We helped provide the industrial production needed for American forces in World Wars I and II.

More recently, Bayonne has become a residential community for thousands of commuters, due to our convenient location in the heart of the metropolitan area. Bayonne is undergoing a great, new period of growth. No matter what changes lie ahead, we will strive to remain a great hometown for thousands of families for the next 150 years and beyond.

We look forward to seeing you at the cer

emony on March 9 and at other events in the months ahead. We will have a portrait ceremony at City Hall on April 11, and a food truck festival on Ave. E on May 18.

RESEARCH from cover

opening, and Kousa started seeing his cousins around the neighborhood. "It definitely started to feel like a home to us," he said.

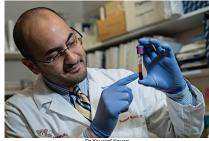
The Kousa family is now one of the largest Egyptian families in Bayonne.

Value in research

Kousa's academic performance picked up in high school in time to attend Kean University where he studied biology as an undergraduate, and biotechnology and genetic engineering as a graduate student.

a graduate student.
He later entered a Ph.D. program at Michigan
State University, where his research identified
three genes possibly responsible for two previously unrelated types of congenital disorders;
cleft lip and palate, and neural tube defects lice
spin ab brida. It was a sort of "aha" moment for
Venue.

fects, then we can identify other genes that can contribute to other diseases, and we might not have to look at every single gene a human might have," Kousa said. "We might only have to look at five genes instead of thousands. If you know what genes cause what disease, you can tell somebody about their disease in a way that can help prevent getting the disease to begin with."



Identifying problem genes

The idea applies to women who have genetic mutations that increase the likelihood of breast cancer and undergo mastectomies to prevent

As a child neurology fellow, Kousa continues to work with a genetic consortium across the U.S. and South America to help identify genes that are contributing to other types of congenital malformations, with an emphasi on the brain.

Motivated by the rewards of research, Kousa plans to continue his work in Washington, D.C. while visiting family in Bayonne every few

weeks.

"Research is essentially a way to answer all those curriosities that come up and focus in a way that helps people," Kousa said. "If you can be very serious about something and work hard

661 was suspended probably like seven times in the seventh arade."

- Dr. Youssef Kousa

to find an answer to something you're curious about, and in the end, you come to an answer that's not only satisfying to you because it sa-tiated your curiosity, but also revealed some-thing about humanity, then what's not to love

For updates on this and other stories check hudsonreporter.com and follow us on Twitter @hudson_reporter. Rory Pasquariello can be reached at rorvp@hudsonreporter.com.

JAY M. ZELINSKI D.O., Ph.D., P.C.

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THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY NOISE EXPOSURE MAP ACCEPTANCE PUBLIC ANNOUNCEMENT

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PRE-K from cover

important it is to be in early childhood education for our four-year-olds. The sooner they get into school, the more success-ful they will be going through the school system," he told the Bayonne Commu-nity News. "Now we have this substantial

"Children who go through pre-k have a leg up on those students who do not."

- Dr. Michael A. Wanko

amount of money allowing us to basically hit the entire universe of our four-year-olds in Bayonne. It's huge, and it's a boon for

Wanko and other educators often cite studies as evidence of pre-k's advantages.

One popular study by the National Institute for Early Education Research at Rutgers University found that students who attend-ed pre-k in Abbott districts were, on average, three-quarters of an academic year ahead of their peers, repeated grades less often, and were less likely to be in a spe-cial education program. With New Jersey having one of the largest achievement gaps in the country, pre-k advocates are acting with increasing urgency.

"Bringing Pre-K for all to Bayonne has been a major goal of mine since joining

the Assembly in 2015," said Assemblyman Nicholas Chiaravalloti, who repre-"I am very thankful to Governor Murphy and Commissioner Repollet for their com-mitment to public education. This is about the future of Bayonne. Extended-day preschool has dramatic and lasting effects school has dramatic and lasting effects when it is high quality. I congratulate the staff and leadership at the board for responding to the challenge and preparing a superior application."

"This is a potential game changer for the

City of Bayonne," said Mayor James Davis in a press release. "I commend Governor Murphy and Commissioner Repollet for their vision in making funding public education a priority in New Jersey. In the past two years, Bayonne has seen significant two years, Bayonne nas seen significant increases in funding for our schools. Our dedicated team in Trenton, led by Senator Cunningham, Assemblymann Chiaravalloti and Assemblywoman McKnight, have delivered for Bayonne. On this issue, I know how passionate Nicholas was in assuring that Bayonne be able to provide full-day pre-k in 2019-2020."

For updates on this and other stories check hudsonreporter.com and follow us on Twitter @hudson_reporter. Rory hudsonreporter.com.

6 • BAYONNE COMMUNITY NEWS • Thursday, March 7, 2019

8 • BAYONNE COMMUNITY NEWS • Thursday, March 14, 2019





Las fotos más curiosas de la semana

Fotos Instagram.com



Nutria en el Zoo

La curiosa reacción de una nutria al ser descubierta con un almeia en un zoológico de Australia, Instagram.com/robertirwinphotography



Enorme aquiero traga autos

Un agujero gigante se tragó dos autos que circulaban en la calle en Harbin de Heilongjiang al noreste de China. El conductor del segundo auto contó que no se dio cuenta de que había un agujero hasta que sintió que la parte delantera de su auto se hundía. Pisó el freno, pero va era demasiado tarde. Afortunadamente no hubo lesionados. Foto: Instagram.com/reuters.

En primera fila

Ciento de personas en botes infla-

ving (Salto de acantilado Red Bull)

desde el Lago de Lucerna en Sisi-

kon Suiza Foto:

Instagram.com/time

bles disfruta del Red Bull Cliff Di-



Mar de fantasía

Es increíble el color del agua con las distintas tonalidades de azul que ofrece las plavas de Bora Bora. Rob Strok disfruta de las aquas cristalinas mientras crea un espiral con su moto acuática. Foto: Instagram.com/karl_shakur

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AVISO PÚBLICO DE ACEPTACIÓN DEL MAPA DE **EXPOSICIÓN AL RUIDO**

AEROPUERTO INTERNACIONAL NEWARK LIBERTY

En conformidad con la Sección 107(a) y (b) [Título 49 del Código de Estados Unidos, Sección 47506] de la Ley de Seguridad Aeroportuaria y de Reducción del Ruido de 1979, según enmendada, por medio del presente se informa que el 15 de enero de 2019, la Administración Federal de Aviación ha completado su evaluación y ha aceptado formalmente los Mapas de Exposición al Ruido para el Aeropuerto Internacional Newark Liberty (EWR), ubicado en los condados de Union y Essex. Nueva Jersey que se prepararon en conformidad con el Título 14 del Código de Reglamentos Federales, Parte 150 (14 CFR Parte 150). Estos mapas y documentación de apoyo están accesibles para revisión del público en línea en: http://panynjpart150.com/EWR_FNEM.asp

Libros

Libros recomendados de la semana

Con la idea de conservar el hábito de la lectura, El Especialito te trae la sección de libros, cortesía de www.spanishpublishers.net y participa en nuestra rifa de libros en el www.elespecial.com

Súper Sopas Autor: Marisa Aguirre

& Becky Lawton Tras la del juicina llega el sou

ping, una

nueva



healthy y de la gastronomía más de vanguardia, que recunera un alimento tan simple como esencial y completo: las sopas. En este libro encontrarás platos de sopas que te parecerán magnificas y atractivas para incluirlas en tu dieta. Además las sopas son un plato usado en todo el mundo.

El Cerebro Autor: David Eagleman

Después David Eagleman de desen «las vidas secretas del cerebro» en su libro El cerebro anterior. Incógnito David Eaaleman.

más reconocidos neurocientíficos de la actualidad, vuelve a sorprendernos con esta nueva exploración de la ciencia del cerebro, esa extraña materia computacional que hay dentro de nuestro cráneo y que constituye la maguinaria perceptiva mediante la cual nos movemos por el mundo.

uno de los

El Empleado Rico Autor: James Altucher

¿Te has preguntado qué harías si te despiden en este momento? James Altucher ha probado tanto el éxito como el

vela a través de su experiencia como empleado y empresario la diferencia entre la mentalidad del empleado pobre

y el rico: cómo afrontan los problemas, sus hábitos, estrategias y recursos.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AVISO PÚBLICO DE ACEPTACIÓN DEL MAPA DE **EXPOSICIÓN AL RUIDO**

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Páging 13 º EL ESPECIALITO º UNION 08 - 14 DE MARZO DEL 2019 - Edición 1184

Libros Libros recomendados de la semana Con la idea de conservar el hábito de la lectura, El Especialito te trae la sección de libros, cortesía de www.spanishpublishers.net y participa en nuestra rifa de libros en el www.elespecial.con Soñar con los dos lados

Lenguaje no verbal Autor: Mark Bowden &

prefieres ir papáginas hoieando seccio nes o capítulos que sear de tu interés, como si

lees el libro de principio a fin, dología con la que podrás observar y asignar significado al lenguaje corporal, que te ayudará a llegar al fondo de lo que la gente piensa realmente y a descubrir las verdades y mentiras de lo que oves v ves

Ayuda a tu hijo a concentrarse con el método Montessori

Autor: Sylvie &

mundo hitado. donde todo va demasiado deprisa, la facultad de concentra-

ción es muy valiosa. ¿Cómo ayudar a nuestros niños a dominarla? Sylvie y Noémie d'Esclaibes proponen aquí las claves y las herramientas prácticas del método Montessori para acompañar a los niños de 0 a 7 años en el desarrollo de su capacidad de concentración.

Los cuatro pilares de la salud

Una quía revolucionero simple para meior salud de

la estrella BBC1's Doctor in House. En The Four Pillar Plan,

v movimiento

el Dr. Rangan Chatterjee presenta un plan fácilmente accesible para tomar el control de su salud y su vida. La salud cotidiana gira en torno a los cuatro pilares del Dr. Chatteriee: relajación, alimentación, sueño apercibido a la mente

del cerebro

Autor: Doris Cohen Los sueños son guaje de SOÑAR inconsciente DOS LADOS esa parl de nos-CEREBRO otros mismos a la que el intelecto no

puede acceder por sí solo. Contienen mensajes sobre nuestra salud, respuestas a problemas. advertencias sobre peligros, información de acontecimientos futuros y un caudal de conocimiento interior que pasa des-

LUZAMERICANO | FEBRUARY 27, 2019 | 12

🗈 Kearnu. NJ

Acima e abaixo, descargas de esgato de lodo liquido, consideradas ileç



nde densidade populacional stá a pôr em risco o meio ambien e, o que levou o mayor Albert ntos a liderar uma campanha ra forçar o estado a tomar decisões. Essas decisões passam



Alberto Sentos, mayor de Keerny Governador, para acabar com as tórias". covernador, para acuar com as torus:

Abbeto Santos adiantou ainda a companio acuardo com as torus:

Abbeto Santos adiantou ainda atomaco companio a Sports Authority tomou posse velmente encerrar o aterro".

Alberto Santos fez den

experamos que o piáz que vai conir de residanos em Keany, com uma responsabilidade de proteger o dores que assem uma petição o nosos apedo posas comprendor superficie de 100 acres. O local d² posibilion antán eaga esas sultação dirigida ao governando ² de consoso objectivos. Com norda-posição dores que assistente de 100 acres o posição por la visa de comprendor de comprendo

a Sports Authority tomou posse velmente encerrar o aterro". despejo ilegal de lodo de esgoto Aconcluir, o mayor disse "os Alministraria do Keegna Landilla." Alberto Sanios Rez depois o ligado, para alem de outos por esponsáveis deem ser reponsa-lhe moveu para reverter para nós a "Estamos muito decepcionados ambiente. Apesar de mais de 200 do eo s residentes devem continuar

poue da liseira que é propriedade com o desrespeito do Estado de reclamações aid agora, esta ano da fazer conir as sur uza ligando para da vida, mas ráo nos des a razão. Nove lersey à le ia miderala no sobre odores de sulfato provenieno porcesso centima em infranda le Kegen Landilli, que é una ateriore to do ateriore, o catado que ten a Tambén estamos apelir aos mora-

lo mesmo atingem olhos, nariz ou garganta, dores de idências, um complexo de cam- cabeça e náusea, e problemas d os de futebol ao ar livre e a gara- respiração para indivíduos com m municipal de obras públicas, problemas respiratórios".
ra além de uma escola a meia Perante estes factos, Santo

ilha de distância, freouentada por referiu oue a vila de Keamy decidiu erca de 1.000 alunos. Além disso. criar uma estação de monitoriza está próxima de um pântano que é ção da qualidade de ar e "estamos Autoridade de Desportos e ao habitat para numerosas aves migra- a partilhar os dados obtidos com o

da estamos a promover um abaixo Sports & Exposition Authority, uma tais e pode causar sérios proble fechado, pois esta situação é simassinado, que faremos chegar à agência do estado de New Jersey. mas de saúde, como irritação nos plesmente insustentável*.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AVISO PÚBLICO DE ACEPTACIÓN DEL MAPA DE **EXPOSICIÓN AL RUIDO**

AEROPUERTO INTERNACIONAL NEWARK LIBERTY

En conformidad con la Sección 107(a) y (b) [Título 49 del Código de Estados Unidos, Sección 47506] de la Ley de Seguridad Aeroportuaria y de Reducción del Ruido de 1979, según enmendada, por medio del presente se informa que el 15 de enero de 2019, la Administración Federal de Aviación ha completado su evaluación y ha aceptado formalmente los Mapas de Exposición al Ruido para el Aeropuerto Internacional Newark Liberty (EWR), ubicado en los condados de Union y Essex, Nueva Jersey que se prepararon en conformidad con el Título 14 del Código de Reglamentos Federales, Parte 150 (14 CFR Parte 150). Estos mapas y documentación de apoyo están accesibles para revisión del público en línea en: http://panynipart150.com/EWR_FNEM.asp





Páging 13 º EL ESPECIALITO º UNION 15 - 21 DE MARZO DEL 2019 - Edición 1185

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY ANÚNCIO PÚBLICO DE ACEITAÇÃO DO MAPA DE EXPOSIÇÃO A RUÍDO

AEROPORTO INTERNACIONAL NEWARK LIBERTY

Nos termos da Secão 107(a) e (b) lTítulo 49. United States Code (Código de Leis dos Estados Unidos), Seção 47506] da Lei de Segurança Aeroportuária e Atenuação de Ruído de 1979, conforme emendada, informa-se que, em 15 de janeiro de 2019, a Federal Aviation Administration (Agência de Administração da Aviação) concluiu a sua avaliação e aceitou formalmente os Mapas de Exposição a Ruído do Aeroporto Internacional de Newark Liberty (EWR), situado nos condados de Union e Essex. Nova Jersey, elaborados em con formidade com o Título 14, Code of Rederal Regulations (Código de Regula mentos Federais), Seção 150 (14 CFR Seção 150). Esses mapas e a documentação de apoio podem ser acessadas para consulta pública on-line em: http://panynjpart150.com/EWR_FNEM.asp

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Serão de sexta no PISC com lotação esgotada e muita animação

Acrescente-se oue devi-

ELIZABETH. NJ

Por JOAQUIM MARTINS serviço de bar. LUSO-AMERICANO

do à realização de outros Lotação esgotada, muita eventos não vai haver música e muita animação, Chave D'Ouro nem serões foi como decorreu o serão nas próximas duas sema-da última sexta-feira no nas, voltando tudo à nor-Damas Auxíliares vão levar

continuou até tarde.
Na próxima sexta-feira, dia 8. não há Chave dia 18. não persar na D'Ouro nem serão musical devido ao espectáculo com Fernando Rocha, a decorrer no salão de festas onde Do calendário de activi-





■ Da área de Filadélfia, com simpatia.

Récita Escolar da Escola Amadeu Correia, a realizar no dia 17 de Março, a Gaita Night no dia 22 e a celedo Rancho Dancas e Cantares de Portugal no dia 23, também de Março.

PISC.

Como sempre a noite foi iniciada com o habitual tipica muito especial a muito especial a muito especial a muito especial a Março, que obteve grande l'altre cavalidate a norte de l'altre cavalidate a norte de l'altre analyse de l'altre

A.P. Desportos

domingo, dia 10 de Março, o serviço de almoços na Associação Portuguesa de Desportos

A partir das 12:30pm omeça a ser servida a efeição, a ementa consta de peixe assado no forno e cozido à portuguesa. O preço é de \$20 por pessoa incluídos



que consiste em alongamentos, mobilizações da coluna, massadens e exercícios. O mesmo tratamento usado por atletas profissionais como Cristiano Ronaldo, Lebron James e Floyd Mayweather para citar alguns.

Dr. Alex Brito PT, DPT Aceitamos a maioria das companhias de seóuro. contacte-nos para saber se a sua é aceite e que beneficios oferecem. Preços especiais para quem não tem seguro.



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Gente ilustre visita o PISC



■ 0 PSC teve no última sexto-feira uma inesperada visita que pelos contactes então estabelecidos irá monter-se Trato-se de Ran Cissuili e esposa, negociantes de arras de laxo e proprietários do "deales" Springifiel A cora Sundo a no número 23 de US-2 em Syringifiel AC coral Cissuili conhece Portugui, gosto de nossos significantes e dos nossos vinhos, e maniém contactos com a comunidade portuguesa através do jornal Luso-Americano no que anuncia as suas viaturas. Esta visita deve-se ao convite da Mariana Martins e do Manny Gonçalves de quem so amigos pessogis. Na foto, o casal Ciasulli (esquerda), a Mariana e o Manny

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY ANÚNCIO PÚBLICO DE ACEITAÇÃO DO MAPA DE EXPOSIÇÃO A RUÍDO

AEROPORTO INTERNACIONAL NEWARK LIBERTY

Nos termos da Seção 107(a) e (b) [Título 49, United States Code (Código de Leis dos Estados Unidos), Secão 475061 da Lei de Segurança Aeroportuária e Atenuação de Ruído de 1979, conforme emendada, informa-se que, em 15 de janeiro de 2019, a Federal Aviation Administration (Agência de Administração da Aviação) concluiu a sua avaliação e aceitou formalmente os Mapas de Exposição a Ruido do Aeroporto Internacional de Newark Liberty (EWR), situado nos condados de Union e Essex, Nova Jersey, elaborados em conformidade com o Título 14, Code of Rederal Regulations (Código de Regulamentos Federais), Seção 150 (14 CFR Seção 150). Esses mapas e a documentação de apoio podem ser acessadas para consulta pública on-line em: http://panynipart150.com/EWR_FNEM.asp

Coimbra investe 4,1 ME para tornar 250 habitações energeticamente eficientes

A Câmara de Coimbra vai investir 4,1 milhões de euros na reabilitação energética de duas habitação social dos bairros da Conchada e da Rosa. A abertura do concurso

público para a empreitada – que visa "optimizar a eficiência energética, diminuir o consumo de energia, reduzir a emissão de gases com efeito de estufa e aumentar o conforto térmico" de 222 daouelas habitações, situadas no Bairro da Rosia – proposta peta Camara, memoro e 2,0 minusco se causo, cado e 30.0 min earuno, intra producipo e a eguas «generes de la producipo umanindade, impelo escutivo municipal.

A estas 122 casas, cuja qui o respectivo comunio "beneficiar o desempenho intervenção emoive um investi- público, implicando a aplica- energêtico" de um total de 200 município de Coimbra é cons-



ALCOBAÇA

Eventos desportivos sem

nos eventos desportivos, divulgou a câmara.

Tin i

casas, representando um inves-timento global de cerca de 4,1 nas de habitações, essencialmilhões de euros, serão execu-tadas ao abrigo de uma candi-bairros da cidade.

uarrafas de plástico até 2020 Feriado municipal celebrado com O município de Alcobaça vai implementar ao longo do ano uma política de redução do uso de garrafas de plástico **medalha de ouro a palácio da Brejoeira**

nos centos desporthos, divulgou a cimara.

A primeria accio prática terá lugar no da 17, durante
uma caminhada desportha em Korra de Alcobaça, organiza
A organização "ira distribuir, pelos participantes, garraA organização "ira distribuir, pelos participantes, garracomenoração da entrega de entre de los Veres de está anda insuguela
comenoração da entrega de está anda insuguela
comenoração da entrega de pradacionas Are e Culturas
comenoração da entrega do productivo de p A atribuição da medalha da casta Alvarinho

da pela Junta de Fréguesia com o apoite da câmara.
A origantização in distributir, pelos participantes, garante de la capacidad de capacidad de proposa participantes, garante de la capacidad de capaci

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datura do município ao progra-ma Prioridade de Reabilitação

nos Bairros Sociais (Eficiência

Energética), cofinanciado pelo Programa Operacional

Programa Operacional Regional Centro 2020, no

âmbito do quadro comunitário de apoio Portugal 2020.

A intervenção prevê, desig

nadamente, "a aplicação de isolamento térmico no exterior

e na cobertura" dos imóveis, a

instalação de "caixilharias con

a introdução de "sistemas de

produção de águas ouente:

Palácio da Brejoeira tem táculos, acções de formação dado à cultura e turismo e oficinas de trabalho. monçanense e à valorização A PAC terá uma acentua-

da componente de interven- Castelo arte e cultura nos espaços núblicos e escolares

■ BREVES

ALENTEJO Produtores de vinho em feira na Alemanha

LUJAMERICANO | MARCH 13, 2019 | 10

Vinte e nove produtores de vinho do Alentejo vão participa a maior feira profissional do sector a nível mundial, a ProWein oue vai decorrer entre os dias 17 e 19 deste mês em Dusseldor (Alemanha), revelou a CVRA.

De acordo com a Comissão Vitivinícola Regional Alentejana (CVRA), a participação no certame tem como objectivo "reforcar contactos entre produtores e potenciais importadores a nível

A participação alenteiana na ProWein inclui provas de vinho: A participação alerticipata na rivolent intenti provas de vinivas e seminários, com oradores internacionais e que vão apresentar temas singulares como o vinho de talha, os 'terroirs' da região e o Programa de Sustentabilidade dos Vinhos do Alentejo.

ÉVORA

Proiecto europeu apoia iniciativas culturais e criativas

Uma dezena de iniciativas culturais e criativas do Alentejo Central vai integrar um programa de apoto à internacionalização, no âmbito de um projecto europeu que apoia profissionais e organizações destes sectores. Segundo a Comunidade Intermunicipal do Alentejo Central (CIMAC), os 10 beneficiários são oriundos das áreas da música, teatro e teatro de

orientesa, design de moda, cinema, escultura e artes visuais.

O programa, desenvolvido no âmbito do projecto europeu Chebec, inclui accões de formação, consultoria individualizada, troca de experiências entre profissionais e organizações e a atribuição de vales de ino-vação para desenvolvimento de acções concretas.

PONTE DE LIMA Acidente de trabalho faz um ferido grave em pedreira

Um homem de 55 anos do Comando Territorial da ficou ferido com gravidade GNR de Viana do Castelo

portado ao hospital de causando a queda do Santa Luzia, em Viana do homem. A máquina acabou Castelo. por cair em cima do traba-lhador, provocando-lhe feri-Contactada pela Lusa, mentos graves", especifi-

fonte das relações públicas cou.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY ANÚNCIO PÚBLICO DE ACEITAÇÃO DO MAPA DE EXPOSIÇÃO A RUÍDO

AEROPORTO INTERNACIONAL NEWARK LIBERTY

Nos termos da Seção 107(a) e (b) [Título 49, United States Code (Código de Leis dos Estados Unidos), Seção 47506] da Lei de Segurança Aeroportuária e Atenuação de Ruído de 1979, conforme emendada, informa-se que, em 15 de janeiro de 2019, a Federal Aviation Administration (Agência de Administração da Aviação) concluiu a sua avaliação e aceitou formalmente os Mapas de Exposição a Ruído do Aeroporto Internacional de Newark Liberty (EWR) situado nos condados de Union e Essex. Nova Jersev, elaborados em con formidade com o Título 14, Code of Rederal Regulations (Código de Regulamentos Federais), Seção 150 (14 CFR Seção 150). Esses mapas e a docu http://panynipart150.com/EWR_FNEM.asp



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2 - February 28, 2019 - Union County LocalSource



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Hillside OKs temps to address substitute shortage

approximately \$130 to the staffing service. Substitutes also will be allowed to col-

lect unemployment during the summer months through a service, according to

Salters claimed at the meeting that the

reason for a substitute shortage in Hillside is because "the surrounding areas pay bet-

Sheard responded that many of the dis-tricts he referred to — such as Elizabeth, Newark and Union — are also using

"They're not doing it on their own," she

Rayba Watson, a former school board

member, brought up concerns at the meet-ing regarding substitutes currently employed by the district and what will hap-

pen to them once a staffing service is select-

By Liv Meier Staff Writer

-The school board unani HILLSIDE —The school board unani-mously approved the use of staffing servic-es at its Feb. 21 meeting to address the dis-trict's shortage of substitute teachers, par-ticularly for special needs students. The move allows the district to seek staffing services through competitive bid-ding; once a service is selected, a contract will be brought before the board for

Acting Superintendent Debra Sheard said at the meeting that the district is currently out of compliance with student indi-vidual education plans because there often aren't substitutes available to cover for

absent special education teachers.

"We're in trouble with substitutes and it's a very small market," interim business administrator David Eichenholtz said at the meeting. "Right now, we're really push-ing it by pulling people from one-on-one aide positions to cover classes and that can't continue on." Hillside Democratic Party Chairman

Anthony Salters asked Sheard why the dis-Anthony Salters asked Sheard why the dis-trict has to go through a staffing company instead of paying substitutes a higher rate to remain competitive. He said many com-panies charge school districts more than \$100 per day for substitutes and pay their employees about \$75. "Why don't we just negotiate with the

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY NOISE EXPOSURE MAP ACCEPTANCE PUBLIC ANNOUNCEMENT

NEWARK LIBERTY INTERNATIONAL AIRPORT

Pursuant to Section 107(a) & (b) [Title 49, United States Code, Section 47506] of the

Aliport Salety and Noise Abatement Act of 1979, as amended, notice is hereby given that on January 15, 2019, the Federal Aviation Administration has completed its evaluation of, and has formally accepted the Noise Exposure Maps for Newark Liberty International Airport (EWR), located in the counties of Union and Essex, New Jersey that

was prepared pursuant to Title 14, Code of Federal Regulations, Part 150 (14 CFR Part T50). These maps and supporting documentation are accessible for public review onlin at: http://panynjpart150.com/EWR_FNEM.asp

CALDERONE SCHOOL OF MUSIC

Development Provider

Eichenholtz said that those teachers will have an opportunity to enroll in the pro-

gram.

At the meeting the school board also

staffing services.

(teachers union) and pay the subs here \$100 and increase the sub pay?" Salters formally approved Sheard's revised con tract, which includes a stipend of \$100 per day for her duties as acting superintendent day for her duties as acting superintendent through June 30. Her initial annualized salary for serving as director of curriculum and instruction was set at \$130,000 when she was first hired in November. Sheard's contract was approved by a 5-1 vote, with board members Calvin Lofton and Shalanda Thomas abstaining and Hameijan Thomason Ense white services. Sheard responded that a major benefit of hiring through the staffing service is that health and benefits are provided to the health and benefits are provided to the teachers.

"That's just something that we can't compete with," she said, adding that sub-stitutes will still receive their current pay of \$100 per day, with the district likely paying

Hawaiian Thompson-Epps voting against

Superintendent Antoine Gayles was suspended with pay when the board voted 6-2 after an executive session meeting at the Jan. 24 board meeting lasting more than

"So, as taxpayers, we're still going to pay the current superintendent to sit home for six months because by June 30 — that'll be six months?" Watson asked during the public comment portion before the board approved Sheard's contract.

Board Vice President Kimberly Cook told Watson that labor and personnel mat-ters cannot be discussed in open session and that information will be released to the public once it's no longer a sensitive mat

ter. Gayles was suspended about two months after the previous lame-duck board had approved a three-year contract extension with a pay raise. Board attorney Allan Roth told LocalSource on Jan. 28 that the board was looking to determine whether Gayles' new contract was valid.



Kean University,' on display at the Cooper Hewitt, Smithsonian Design

Museum in New York City. A team of four Kean students created the project.



Left. Simao Meco poses with comic book hero 'The Flash' at a press conference to discuss his facia in Hillside in February after having facial reconstructive surgery required due to a birth defect.

Hillside boy returns to school as hero after surgery

By Chuck O'Donnell
Staff Writer
HILLSIDE — After surgery to move his eyes closer
together and reshape his nose, Hillside resident Simao
Meco was greeted by his favorite superhero, The Flash, at
the hospital.

Since then, the third-grader has turned into a superhero of sorts for other children. Other boys and girls about to undergo similar surgeries have receive word about his heartwarming tale and seem to be drawing strength and

heartwarming tale and seem to be drawing strength and courage from it, Smao's mother said, elping kids in dif-ferent situations, has been great; Lisa Meco said in a March 3 phone interview. For example, we were foil that there was a kid who was very nervous about going through a surgery and, after seeing Simao on IV and seeing Simao's recovery, liek all was soying he felt more comfortable about

going into surgery.

"And then they called us from Portugal. He did an interview with a reporter from Portugal because there was a kid

Queens, N.Y., on Feb. 7. Surgeons there performed a com-plex, six-hour surgery that corrected the rare Tessier cran-iofacial clefts that had impaired his vision and breathing since birth.

For the surgery, Drs. James Bradley and Mark Mittler

worked together.

"My part of this was to provide Dr. Bradley with access to the skull," Mittler, co-chief of pediatric neurosurgery at Cohen, said in a press release from Cohen Children's Medical Center on Peb. 7. "Once were able to achieve access, Dr. Bradley was able to take the necessary steps to realign

According to the press release, as soon as he saw Simao, Bradley knew he would have to perform the facial biparti-

who was having a surgery. They asked if the could give his testimony of what the sovent through and how it was in the parents and child in Portugal so it could help them." Simao, 9, became a media sensation when several New York-area television stations and newspapers covered his press conference at Cohen Children's Medical Control and a. 8, Bradler projectioned Simas's eye to point the proper direction, adjusted the sinus cavities and modified the structure of his nose.

Union County LocalSource - March 7, 2019 -

At the press conference, Simao was all smiles, showing off his new face and posing with The Flash.
"I feel better, I see better," Simao said at the press con-

"I feel better, I see better," Simao said at the press con-ference. "The gold- has seen a big difference in Simao's.

His mom said she has seen a big difference in Simao's.

onfidence since the surgery. For starters, he's not hestirant to ride the bus, where he would sometimes encounter bull-illes. He's becoming a little more independent, too.

a resultly by infanel—"I didn't have to be heav with

the start of the starter of the starters and the list of worself by in a result of the starters and the list of worself by in a result of the starters. And he is the starters are the starters and he in the starters are the starters and he in the starters are starters.

just dropped him off because we knew the parents, and he was excited to be there by himself when usually he would want his sister or me or someone from the family there. This time, he was fine just by himself."

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NEWARK LIBERTY INTERNATIONAL AIRPORT

Pursuant to Section 107(a) & (b) [Title 49, United States Code, Section 47506] of the Airport Safety and Noise Abatement Act of 1979, as amended, notice is hereby given that on January 15, 2019, the Federal Aviation Administration has completed its evalu-ation of, and has formally accepted the Noise Exposure Maps for Newark Liberty International Airport (EWR), located in the counties of Union and Essex, New Jersey that was prepared pursuant to Title 14. Code of Federal Regulations. Part 150 (14 CFR Par 150). These maps and supporting documentation at: http://panynjpart150.com/EWR_FNEM.asp ntation are accessible for public re

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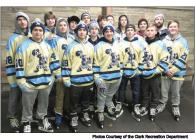


8 - March 14, 2019 - Union County LocalSource

Blades of fun at annual Clark Family Skate







SLIP-SLIDING AWAY — More than 250 Clark residents came out for the annual Clark Family Skate at Warinanco Park Skating Complex on Saturday, Jan. 26, the first at the newly renovated facility. Arthur L. Johnson High School hockey players helped beginner skaters.





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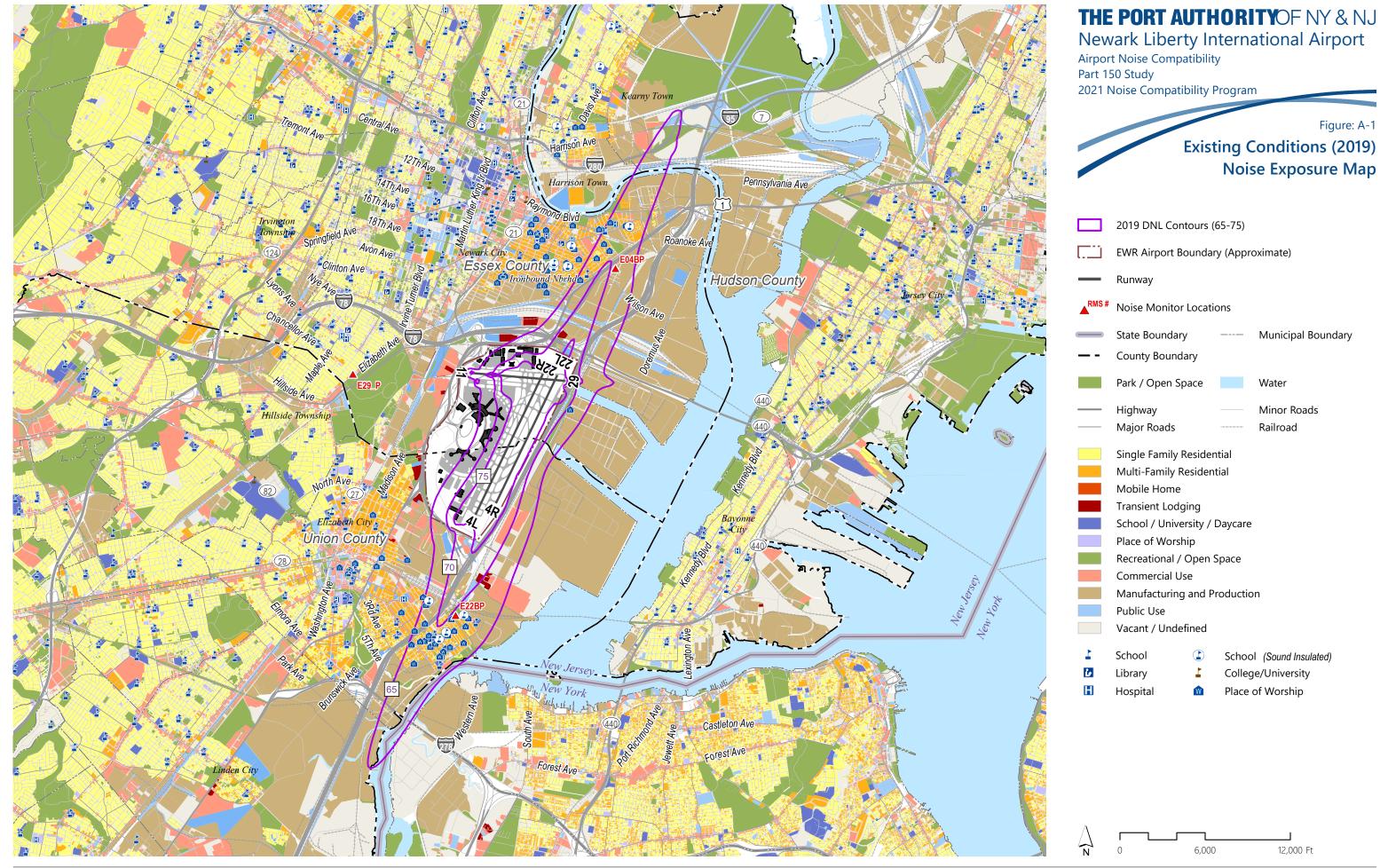


Appendix A.2

2019 and 2024 FAA Accepted Noise Exposure Maps (January 15, 2019)





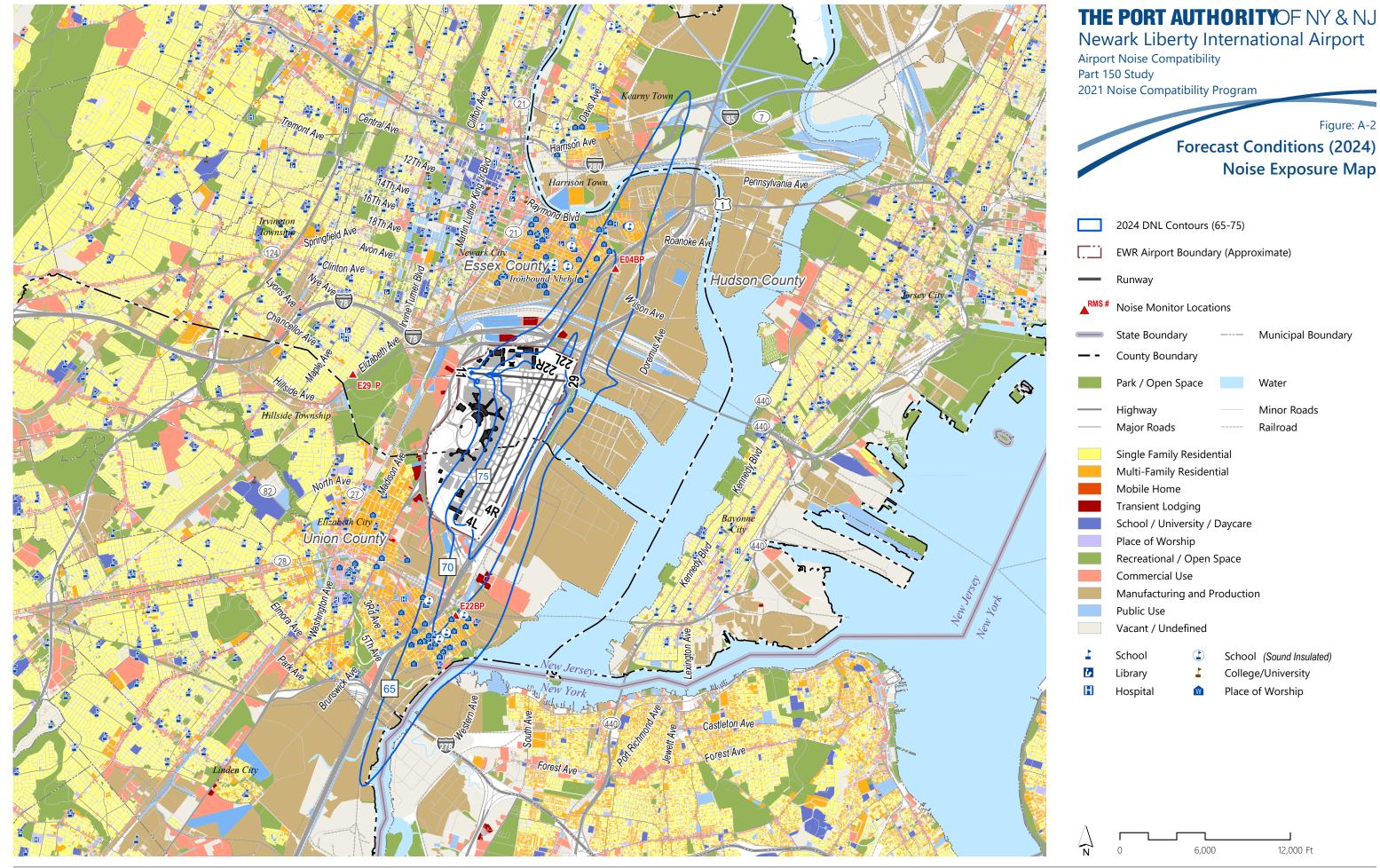




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Newark Liberty International Airport Noise Compatibility Program







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Newark Liberty International Airport Noise Compatibility Program



Appendix B

Glossary of Terms and Acronyms





Glossary

Term	Definition	First reference location
ADO	[Federal Aviation Administration] Airports District Office	Table 1, page xx
AEE	[Federal Aviation Administration] Office of Environment and Energy	Section 1.4, page 1-9
AIP	Airport Improvement Program	Section 1, page 1-1
ANCA	Airport Noise and Capacity Act of 1990	Section 1, page 1-1
ANOMS	Airport Noise and Operations Management System	Section 3.2, page 3-6
ATCT	[Federal Aviation Administration] Airport Traffic Control Tower	Section 1.4, page 1-9
АТО	[Federal Aviation Administration] Air Traffic Organization	Section 1.4, page 1-9
CFR	Code of Federal Regulations	Section 1, page 1-1
COVID-19 pandemic:	an acute respiratory illness in humans caused by a coronavirus, capable of producing severe symptoms and in some cases death, especially in older people and those with underlying health conditions. It was originally identified in 2019 and became pandemic in 2020.	Section 1, page 1-1
dB	Decibel	Section 1.5, page 1-10
dBA	A-Weighted Decibel	Section 1.6, page 1-13
DNL	Day-Night Average Sound Level	Table 1, page xxii
EWR	Newark Liberty International Airport	Section 1, page 1-1
FAA	Federal Aviation Administration	Section 1, page 1-1
FMRA	the FAA Modernization and Reform Act of 2012	Section 2.1, page 2-1
GIS	Geographic Information System	Section 1.7, page 1-14
INM	Integrated Noise Model	Section 1.7, page 1-14
JFK	John F. Kennedy International Airport	Section 1.1, page 1-4
Ldn	Alternative abbreviation for DNL or Day-Night Average Sound level	Section 5, page 5-1
LGA	LaGuardia International Airport	Section 1.2, page 1-4
NADP	Noise Abatement Departure Procedures	Section 2, page 2-1
NBAA	National Business Aviation Association	Table 5-1, page 5-2
NCP	(Part 150) Noise Compatibility Program	Section 1, page 1-1
NEM	(Part 150) Noise Exposure Map	Section 1, page 1-1
NEPA	National Environmental Policy Act	Section 1.4, page 1-7
NLR	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure	Section 1.6, page 1-13



Term	Definition	First reference location
nmi	nautical miles	Section 2.2, page 2-5
Noise	Sound that is unwelcome because of its undesirable effects on persons (e.g., speech interference, sleep disturbance) or on entire communities (annoyance).	Section 1, page 1-1
NOMS	Noise and operations management system	Section 4, page 4-1
PANYNJ	The Port Authority of New York and New Jersey	website name, page 5-5
Part 150	14 CFR (FAR) Part 150, "Airport Noise Compatibility Planning"	Section 1, page 1-1
Part 161	14 CFR (FAR) Part 161, "Notice and Approval of Airport Noise and Access Restrictions"	Section 2.1, page 2-2
PlaneNoise	Noise Complaint Management System	Section 4.1, page 4-3
PNdB	Perceived Noise Decibels	Section 2.1, page 2-2
The Port Authority	The Port Authority of New York and New Jersey	Section 1, page 1-1
ROA	Record of Approval	Section 1.3, page 1-6
runway incursion	An incident where an unauthorized aircraft, vehicle, or person is on a runway	Section 2.3, page 2-83
Sound	A physical phenomenon consisting of minute vibrations (waveforms) that travel through a medium such as air or water.	Section 1.5, page 1-10
TAC	Technical Advisory Committee	Section 1.2, page 1-6
ТЕВ	Teterboro Airport	Section 1.2, page 1-4
Threshold (on a runway)	Displaced ends of runways which do not coincide with the end of the pavement. Many runways have displaced arrival thresholds which indicate the location where the available runway pavement for arrivals begins. These are typically added to runways for obstruction or noise abatement reasons.	Section 2.2, page 2-51
TRACON	Terminal Radar Approach Control Facility	Section 1.4, page 1-9
WebTrak	Public Flight Tracking Portal which allows the public to view aircraft movements within the New York / New Jersey metropolitan area via a website	Section 4.1, page 4-3



Appendix D

Technical Advisory Committee





Appendix D.1

TAC Members



Newark Liberty International Airport Noise Compatibility Program

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Technical Advisory Committee – Newark Airport (EWR) Part 150 Study

First Name	Last Name	Organization	E-Mail
Gabriel	Andino	AvPORTS TEB Staff	gandino@teb.com
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Barry	Geller	Union County	bgeller@ucnj.org
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Russell	Halleran	Federal Aviation Administration (FAA) Airport Traffic Control Tower (ATCT)	Russell.halleran@faa.gov
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Jim	Hayden	FAA TRACON	Jim.hayden@faa.gov
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Doug	Stearns	PANYNJ EWR	dstearns@panynj.gov
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Newark Liberty International Airport Noise Compatibility Program

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Appendix D.2

TAC Presentations & Minutes



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Newark Liberty International Airport

14 CFR Part 150 Noise Compatibility Study **Technical Advisory Committee Meeting #7** September 21, 2016

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EWR Part 150 Study | TAC Meeting #7

THE PORT AUTHORITY OF NY & NJ

TAC Members

Name	Affiliation	Name	Affiliation
Bill Huisman	Aviation Development Council (ADC)	Russell Halleran	FAA ATCT
Philip Santos	Airlines (Cargo), FedEx	Robert Gibney	FAA ATCT
Rich Teilborg	Airlines, Southwest Airlines (SWA)	Eric Richardson	FBO, Signature Flight Support
Harel Margaritz	Airlines (Passenger), United	Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)
Glenn Morse	Airlines (Passenger), United	Alturrick Kenney	City of Newark
Gabriel Andino	AvPORTS TEB Staff	Norman Dotti	EWR Roundtable
Phyllis Reich	City of Elizabeth	Joe Lepis	Newark Airport Community Roundtable
Joseph DiVincenzo, Jr.	Essex County	Steve Brown	National Business Aviation Association (NBAA)
Sanjeev Varghese	Essex County	Ricky Ahmed	Newark International Carriers (NICC)
Andrew Brooks	Federal Aviation Administration (FAA)	Chip Hallock	Newark Regional Business Partnership (NRBP)
Lindsay Butler	FAA	Barbara Kauffman	Newark Regional Business Partnership (NRBP)
Suki Gill	FAA Airports District Office (ADO)	Chris DiCicco	Staten Island
Steven Kapsalis	FAA Airports District Office (ADO)	Jason Razefsky	Staten Island
Tom Malone	FAA Flight Standards District Office	Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)
Steve McClain	FAA TRACON	Bruce Bergen	Union County
Kimberly Clarke	FAA TRACON	Al Faella	Union County

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EWR Part 150 Study | TAC Meeting #7

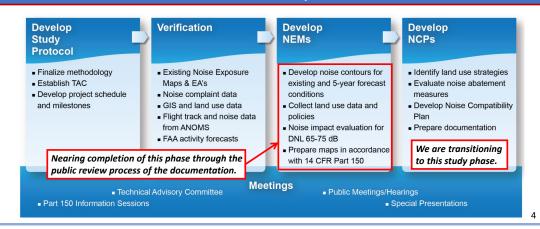
THE PORT AUTHORITY OF NY & NJ

Meeting Agenda

- Welcome and introductions
- Part 150 process status review
- Presentation of the draft NEM documentation
- Second public workshop preparations
- Noise Compatibility Program (NCP) development process review
- Preliminary list of NCP measures
- New York/New Jersey Airspace Discussion
- Next steps
- TAC member discussion
- Schedule review
- Wrap up
 - Public comment
 - Next TAC meeting

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Generalized Part 150 Study Process



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EWR Part 150 Study | TAC Meeting #7

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Part 150 Process Status

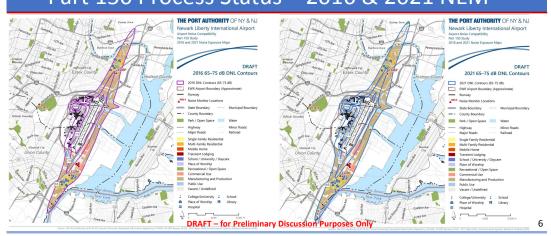
- Completed preparation of the aircraft noise exposure contours for 2016 (existing year) and 2021 (forecast year)
- Determined the noise sensitive land uses within the resulting 65 dB DNL contours
- Provided PA and FAA draft NEM document for their review
- Scheduled to provide the draft NEM document for public review in October
- Will present the draft NEM document at public workshops
 - October 25th at Hilton Newark Penn Station, and
 - October 27th at Kean University STEM Building

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Part 150 Process Status - 2016 & 2021 NEM



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EWR Part 150 Study | TAC Meeting #7



Part 150 Process Status - 2016 NEM

Noise Level	Total Area (Acres)	Households ¹	Population ²	Places of Worship	Schools ³	Hospitals and Residential Healthcare	Transient Lodging Structures	Historic Resources ²	Day Care	Library
2016										
DNL 65-70	2,891	8,664	24,606	12	8	1	5	0	0	1
DNL 70-75	1,001	47	133	0	0	0	1	0	0	0
DNL 75+	808	0	0	0	0	0	0	0	0	0
Total	4,700	8,711	24,739	12	8	1	6	0	0	1

- 1. Based on GIS identification of parcels confirmed with direct counts using aerial photography.
- 2. Based on 2.84 residents per dwelling unit, developed from 2010 U.S. Census block data; rounded to the nearest whole number
- 3. Five of the eight schools were included in the Port Authority School Soundproofing Program, and are compatible with DNL 65+

DRAFT – for Preliminary Discussion Purposes Only

7

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hmmh

EWR Part 150 Study | TAC Meeting #7

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Part 150 Process Status - 2021 NEM

Noise Level	Total Area (Acres)	Households ¹	Population ²	Places of Worship	Schools ³	Hospitals and Residential Healthcare	Transient Lodging Structures	Historic Resources ²	Day Care	Library
2021										
DNL 65-70	3,293	9,239	26,239	12	8	1	7	0	0	1
DNL 70-75	1,161	374	1,062	0	0	0	2	0	0	0
DNL 75+	892	0	0	0	0	0	0	0	0	0
Total	5 346	9 613	27 301	12	8	1	q	0	0	1

- 1. Based on GIS identification of parcels confirmed with direct counts using aerial photography.
- 2. Based on 2.84 residents per dwelling unit, developed from 2010 U.S. Census block data; rounded to the nearest whole number
- 3. Five of the eight schools were included in the Port Authority School Soundproofing Program, and are compatible with DNL 65+

DRAFT – for Preliminary Discussion Purposes Only

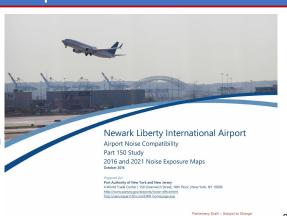
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EWR Part 150 Study | TAC Meeting #7

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Draft Noise Exposure Map Documentation

- Document is formatted to fit computer screens in a landscape mode
 - It is likely most people will prefer to review the document on a computer
 - Printed version is equally sufficient for review
- Organized to present information people will find of most interest first
 - Executive Summary
 - Presentation of the aircraft noise exposure contours for 2016 and 2021 and associated noise sensitive land uses
 - Document
 - High level overview of the processes and required elements per 14 CFR Part 150
 - Appendices
 - Provide the "in the weeds" details of the processes and all information conveyed publicly to date







Draft Noise Exposure Map Documentation

- Contents
 - Executive Summary
 - Port Authority Certification
 - FAA Checklist
 - Glossary of Terms
 - Chapter 1 Introduction
 - Chapter 2 Background
 - Chapter 3 Land Use
 - Chapter 4 Development of NEMs
 - Chapter 5 2016 and 2021 NEMs
 - Chapter 6 Stakeholder Engagement



bject to Change

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hmmh

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Public Workshop 2

- Purpose
 - To aid in the public review of the Noise Exposure Map document
 - Open house format; public may attend at any time during the workshop hours
- Format
 - Stations with technical experts to present information and answer questions
 - Copies of the document will be available for review on site (must remain at workshop)
 - · Comment cards will be available to anyone who wishes to submit comments
- Dates and Locations
 - October 25, 2016 at Hilton Newark Penn Station
 - October 27, 2016 at Kean University STEM Building
- Times
 - 6:00 to 9:00 PM
- Occurring during the 30-day public review period

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EWR Part 150 Study | TAC Meeting #7

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Public Workshop 2 - Summer Newsletter

 Newsletters were sent out informing the public of the study progress and of the dates and times of the second public workshop

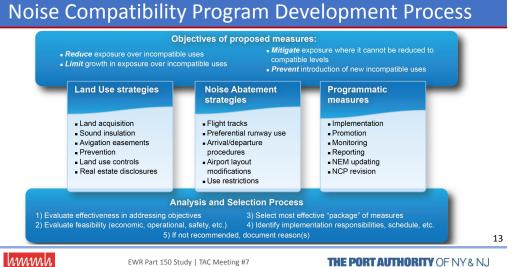


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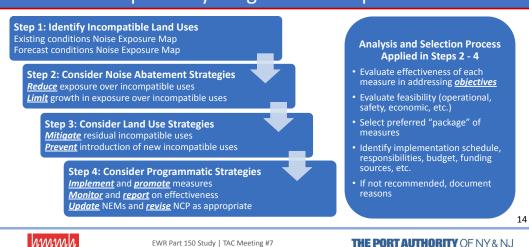
EWR Part 150 Study | TAC Meeting #7



Newark Liberty International Airport Noise Compatibility Program



Noise Compatibility Program Development Process



EWR Part 150 Study | TAC Meeting #7

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Example NCP Noise Abatement Measures

- The following noise abatement measures are provided as examples pertinent to EWR as a means to invoke thoughts on possible measures from TAC membership.
- This is the time to brainstorm ideas:
 - Modify the arrival glide slope into EWR to reduce noise from arriving aircraft
 - Aircraft would be higher above the communities
 - Alternate arrivals to Runway 11/29; increase use of Runway 29 at night
 - Provide relief to communities under the main runways
 - Allow simultaneous departures on Runway 22R/22L with RNAV left/right turns
 - Utilizing Runway 4R and 4L for nighttime noise abatement
 - Utilization of, or creation of new disbursement headings off of 22R and 22L
 - Look at implementing departures that would fly over industrial areas to avoid residential where able.

hmmh

Example NCP Noise Mitigation Measures

- The following noise mitigation measures are provided as examples pertinent to EWR as a means to invoke thoughts on possible measures from TAC membership
 - Acquire incompatible land inside the 70 dB DNL contour
 - · Land acquisition and relocation assistance
 - Redevelopment to compatible use
 - Purchase avigation easements from residents inside the 65 dB DNL contour
 - Easement is attached to the property deed recognizing the aircraft noise environment for a one-time payment to property owner
 - Sound insulate residential structures, schools and/or places of worship within the 65 dB DNL contour
 - Reduces the noise inside the home with windows closed to a compatible level
 - Avigation easement will also be included

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Part 150 Process Sound Insulation Background

- The following items are based off of generalized consultant experience at other airports that have completed a Part 150 Study. A decision to begin any formal Sound Insulation program for EWR is premature at this time (9/21/16) and will be discussed moving forward in the NCP process.
- Some typical Sound Insulation requirements would be:
 - · Structure must be within the 65 dB DNL contour
 - Average interior noise level must be 45 dB DNL or greater
 - · No building code issues with structure
 - · Building code issues common in other programs (dependent on jurisdiction)
 - Out of date and/or overloaded electrical systems
 - Non-permitted renovations
 - Additions, division, and/or extensions of electrical system without panel update/upgrade
 - Illegal apartments
 - Structural, e.g., failing roof, improper stairs to exit/entry door
 - Fire rated separations/doors
 - Non-existent/non-functioning fire/smoke/CO detection
 - Insufficient EGRESS

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Special Presentation

- Discussion on the New York/New Jersey metropolitan area airspace
- The purpose is to provide an overview of the airspace as background information to assist as we endeavor to recommend potential changes to aircraft flight procedures in the Part 150 process at EWR

Next Steps

- Preparation of NEM Documentation
 - Prepare draft for TAC and public review October 2016
 - 30-day public review period
 - Hold Public Workshop
 - Finalize NEM document for FAA submittal January 2017
- Request ideas for NCP measures to evaluate against the noise exposure contours for effectiveness to improve the aircraft noise and land use compatibility situation at EWR
 - November TAC meeting will be devoted to discussion of potential NCP measures for Port Authority to consider
 - We plan to break out into four groups for brainstorming of potential measures

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TAC Member Discussion

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Discussion Topics

 Port Authority response to the TAC request for grid results from each of the four airport Part 150 studies

TAC Members

Newark Liberty International Airport Noise Compatibility Program

Name	Affiliation	Name	Affiliation
Bill Huisman	Aviation Development Council (ADC)	Russell Halleran	FAA ATCT
Philip Santos	Airlines (Cargo), FedEx	Robert Gibney	FAA ATCT
Rich Teilborg	Airlines, Southwest Airlines (SWA)	Eric Richardson	FBO, Signature Flight Support
Harel Margaritz	Airlines (Passenger), United	Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)
Glenn Morse	Airlines (Passenger), United	Alturrick Kenney	City of Newark
Gabriel Andino	AvPORTS TEB Staff	Norman Dotti	EWR Roundtable
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Joseph DiVincenzo, Jr.	Essex County	Steve Brown	National Business Aviation Association (NBAA)
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Andrew Brooks	Federal Aviation Administration (FAA)	Chip Hallock	Newark Regional Business Partnership (NRBP)
Lindsay Butler	FAA	Barbara Kauffman	Newark Regional Business Partnership (NRBP)
Suki Gill	FAA Airports District Office (ADO)	Chris DiCicco	Staten Island
Steven Kapsalis	FAA Airports District Office (ADO)	Jason Razefsky	Staten Island
Tom Malone	FAA Flight Standards District Office	Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)
Steve McClain	FAA TRACON	Bruce Bergen	Union County
Kimberly Clarke	FAA TRACON	Al Faella	Union County

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EWR Part 150 Study | TAC Meeting #7

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TAC Projected Meeting Schedule

Anticipated Date	Meeting	Anticipated Topics
September 24, 2015	TAC 1 – Completed	Introduction to Part 150, TAC process, etc.
October 14, 2015	Public Information Meeting 1	Introduction to Part 150 and EWR study process
November 13, 2015	TAC 2 – Completed	Overview of noise and modeling process and inputs
January 27, 2016	TAC 3 – Completed	Present and discuss model input development
March 31, 2016	TAC 4 – Completed	Present model inputs & forecast
May 25, 2016	TAC 5 – Completed	Present modelling status, land use, noise and land use compatibility and introduce NCP process
July 27, 2016	TAC 6 – Completed	Present aircraft noise exposure contours and land use compatibility
September 21, 2016	TAC 7 – <i>Today</i>	Present and Discuss the draft NEM document
October 27, 2016	Public Information Meeting 2	Present draft NEM
November 16, 2016	TAC 8 – Next Meeting	Discuss abatement and mitigation process/measures

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EWR Part 150 Study | TAC Meeting #7

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TAC Projected Meeting Schedule – continued

Anticipated Date	Meeting	Anticipated Topics
January 2017	TAC 9	Present first-round abatement alt. analysis
March 2017	TAC 10	Present second-round abatement alt. analysis
May 2017	TAC 11	Present first-round compatible land use alternatives
July 2017	TAC 12	Present second-round compatible land use alternatives
September 2017	TAC 13	Recommend abatement and compatibility measures
November 2017	TAC 14	Discuss NCP monitoring and implementation
January 2017	TAC 15	Review NCP recommendations
March 2018	TAC 16	Discuss Draft NCP
May 2018	Public Information Meeting 3	Present Draft NCP Recommendations
May 2018	Public Hearing on NCP	Present proposed NCP and revised NEMs

Two TAC meetings are held in reserve for unanticipated needs

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Wrap-Up

- Public Comments
- Next TAC Meetings
 - Wednesday, November 16, 2016 9:00 am to noon
 - Discuss public comments to the Draft NEM
 - Kickoff of the Noise Compatibility Program (NCP) process

Thanks for attending!

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EWR Part 150 Study | TAC Meeting #7



Newark Liberty International Airport

14 CFR Part 150 Noise Compatibility Study Technical Advisory Committee Meeting #8 November 16, 2016

hmmh

EWR Part 150 Study | TAC Meeting #8

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TAC Members

Name	Affiliation	Name	Affiliation
Bill Huisman	Aviation Development Council (ADC)	Russell Halleran	FAA ATCT
Philip Santos	Airlines (Cargo), FedEx	Robert Gibney	FAA ATCT
Rich Teilborg	Airlines, Southwest Airlines (SWA)	Eric Richardson	FBO, Signature Flight Support
Harel Margaritz	Airlines (Passenger), United	Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)
Glenn Morse	Airlines (Passenger), United	Alturrick Kenney	City of Newark
Gabriel Andino	AvPORTS TEB Staff	Norman Dotti	EWR Roundtable
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Tom Malone	FAA Flight Standards District Office	Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)
Steve McClain	FAA TRACON	Bruce Bergen	Union County
Kimberly Clarke	FAA TRACON	Al Faella	Union County

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EWR Part 150 Study | TAC Meeting #8

THE PORT AUTHORITY OF NY & NJ

Meeting Agenda

- Welcome and introductions
- Public Workshop #2 Summary
- Part 150 process status review
- Noise Compatibility Program (NCP) development process review
- Recently FAA-approved NCP measures FAA to present
- Notional list of EWR NCP measures review
- Presentation of partial DNL contours showing contribution to total DNL
- Brainstorming of potential EWR NCP measures break out into groups
- Next steps
- TAC member discussion
- Schedule review
- Public comment
- Next TAC meeting

Public Workshop 2

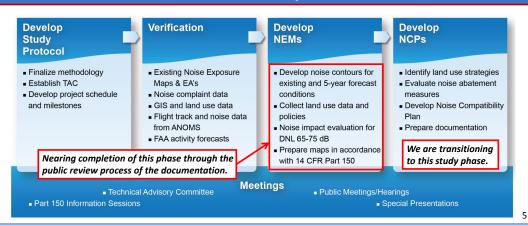
- Purpose
 - To aid in the public review of the Noise Exposure Map document
 - Open house format; public may attend at any time during the workshop hours
- Format
 - Stations with technical experts to present information and answer questions
 - Copies of the document available for review on site (must remain at workshop)
 - · Comment cards available to anyone who wished to submit comments
- Dates and Locations
 - October 25, 2016 at Hilton Newark Penn Station
 - October 27, 2016 at Kean University STEM Building
- Times
 - 6:00 to 9:00 PM
- Attendance almost 50 total
- Number of comments received 5 total from the Workshops

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EWR Part 150 Study | TAC Meeting #8

THE PORT AUTHORITY OF NY & NJ

Generalized Part 150 Study Process



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EWR Part 150 Study | TAC Meeting #8

THE PORT AUTHORITY OF NY & NJ

Noise Compatibility Program Development Process



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Noise Compatibility Program Development Process

Step 1: Identify Incompatible Land Uses
Existing conditions Noise Exposure Map
Forecast conditions Noise Exposure Map

Step 2: Consider Noise Abatement Strategies Reduce exposure over incompatible uses Limit growth in exposure over incompatible uses

Step 3: Consider Land Use Strategies

<u>Mitigate</u> residual incompatible uses

<u>Prevent</u> introduction of new incompatible uses

Step 4: Consider Programmatic Strategies Implement and promote measures Monitor and report on effectiveness Update NEMs and revise NCP as appropriate Analysis and Selection Process
Applied in Steps 2 - 4

- Evaluate effectiveness of each measure in addressing *objectives*
- Evaluate feasibility (operational, safety, economic, etc.)
- Select preferred "package" of measures
- Identify implementation schedule, responsibilities, budget, funding sources, etc.
- If not recommended, document reasons

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Examples of Recently Approved NCP Measures - FAA

FAA lead discussion

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Example NCP Noise Abatement Measures

- The following noise abatement measures are provided as examples pertinent to EWR as a means to invoke thoughts on possible measures from TAC membership.
- This is the time to brainstorm ideas:
 - Modify the arrival glide slope into EWR to reduce noise from arriving aircraft
 - Aircraft would be higher above the communities
 - Alternate arrivals to Runway 11/29; increase use of Runway 29 at night
 - Provide relief to communities under the main runways
 - Allow simultaneous departures on Runway 22R/22L with RNAV left/right turns
 - Utilizing Runway 4R and 4L for nighttime noise abatement
 - Utilization of, or creation of new disbursement headings off of 22R and 22L
 - Look at implementing operations that would fly over industrial areas to avoid residential where able



Jerome Feder Comments - Noise Abatement

- South flow departure procedures
 - Current procedures make poor use of compatible land uses
 - Early turns shift noise from industrial areas to residential areas
 - Changes in flight tracks match the shift in noise
 - Explore route changes to reduce population exposed to noise
 - Assumption that departure noise dominates the noise exposure to the south
 - · Routes should be designed to not negatively impact areas to the west of EWR
- Landrum & Brown 1987 Study ""Study of Runway 22 Departure Procedures and Associated Noise Impacts" supported turning aircraft to reduce noise exposure
- Solberg Mitigation routes were the preferred alternative in the Expanded East Coast Plan (EECP) EIS
 - Abandoned by FAA due to difficulty with implementation
 - · Can this be implemented now with new procedure/technology available
- NEWARK THREE or "HUSH1" delayed aircraft turning to head west to beyond the 5-8
 miles

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Jerome Feder Comments - Noise Abatement

- Policy to employ only quietest aircraft
 - · Restrict to quietest aircraft types at night
 - Limit use of noisier aircraft types
- Control the number of aircraft operations and discourage increase to aircraft operations
 - As shown in the draft NEM, more operations results in more noise
- Employ noise based fees for aircraft operating at EWR based on the operation's contribution to DNL
 - Use collection of fees to fund the sound insulation program
- Part 161 process should be explored at EWR
 - · Offset of noise mitigation costs could outweigh other costs of such restrictions
- Strong need for noise mitigation given the high numbers of people exposed to DNL 65 dB and higher

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Note: These are not official NEM maps under Part 150, bu partial DNL contribution maps as requested.

Contribution to DNL - Day / Night Operations



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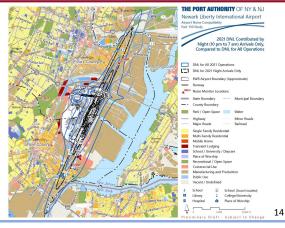
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Note: These are not official NEM maps under Part 150, partial DNL contribution maps as requested.

Contribution to DNL – Nighttime Arrivals

- Nighttime arrivals are the major contributors to the total DNL at EWR
- Modifying nighttime arrivals procedures and nighttime preferential runway use will have the greatest influence on EWR DNL contours



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Noise Compatibility Program Development Process

- Break-out groups
 - Using the noise abatement strategies provided here
 - Develop at least five specific noise abatement measures to consider to improve noise compatibility at EWR
 - · 10 minutes on each strategy
 - Not required to develop a measure for each strategy
 - Multiple measures per strategy is acceptable

Noise Abatement strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

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Newark Liberty International Airport Noise Compatibility Program



Step 1: Identify Incompatible Land Uses Existing conditions Noise Exposure Map Forecast conditions Noise Exposure Map

Step 2: Consider Noise Abatement Strategies Reduce exposure over incompatible uses Limit growth in exposure over incompatible uses

Step 3: Consider Land Use Strategies
<u>Mitigate</u> residual incompatible uses
<u>Prevent</u> introduction of new incompatible uses

Step 4: Consider Programmatic Strategies Implement and promote measures Monitor and report on effectiveness Update NEMs and revise NCP as appropriate

Analysis and Selection Process Applied in Steps 2 - 4

- Evaluate effectiveness of each measure in addressing <u>objectives</u>
- Evaluate feasibility (operational, safety, economic, etc.)
- Select preferred "package" of measures
- Identify implementation schedule, responsibilities, budget, funding sources, etc.
- If not recommended, document reasons

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TAC Member Discussion

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TAC Members

Name	Affiliation	Name	Affiliation
Bill Huisman	Aviation Development Council (ADC)	Russell Halleran	FAA ATCT
Philip Santos	Airlines (Cargo), FedEx	Robert Gibney	FAA ATCT
Rich Teilborg	Airlines, Southwest Airlines (SWA)	Eric Richardson	FBO, Signature Flight Support
Harel Margaritz	Airlines (Passenger), United	Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)
Glenn Morse	Airlines (Passenger), United	Alturrick Kenney	City of Newark
Gabriel Andino	AvPORTS TEB Staff	Norman Dotti	EWR Roundtable
Phyllis Reich	City of Elizabeth	Joe Lepis	Newark Airport Community Roundtable
Joseph DiVincenzo, Jr.	Essex County	Steve Brown	National Business Aviation Association (NBAA)
Sanjeev Varghese	Essex County	Ricky Ahmed	Newark International Carriers (NICC)
Andrew Brooks	Federal Aviation Administration (FAA)	Chip Hallock	Newark Regional Business Partnership (NRBP)
Lindsay Butler	FAA	Barbara Kauffman	Newark Regional Business Partnership (NRBP)
Suki Gill	FAA Airports District Office (ADO)	Chris DiCicco	Staten Island
Steven Kapsalis	FAA Airports District Office (ADO)	Jason Razefsky	Staten Island
Tom Malone	FAA Flight Standards District Office	Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)
Steve McClain	FAA TRACON	Bruce Bergen	Union County
Kimberly Clarke	FAA TRACON	Al Faella	Union County

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TAC Projected Meeting Schedule

Anticipated Date	Meeting	Anticipated Topics
September 24, 2015	TAC 1 – Completed	Introduction to Part 150, TAC process, etc.
October 14, 2015	Public Information Meeting 1	Introduction to Part 150 and EWR study process
November 13, 2015	TAC 2 – Completed	Overview of noise and modeling process and inputs
January 27, 2016	TAC 3 – Completed	Present and discuss model input development
March 31, 2016	TAC 4 – Completed	Present model inputs & forecast
May 25, 2016	TAC 5 – Completed	Present modelling status, land use, noise and land use compatibility and introduce NCP process
July 27, 2016	TAC 6 – Completed	Present aircraft noise exposure contours and land use compatibility
September 21, 2016	TAC 7 – Completed	Present and Discuss the draft NEM document
October 27, 2016	Public Information Meeting 2	Present draft NEM
November 16, 2016	TAC 8 – <i>Today</i>	Discuss abatement and mitigation process/measures

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TAC Projected Meeting Schedule – continued

Anticipated Date	Meeting	Anticipated Topics	
January 2017	TAC 9 – Next Meeting	Present first-round abatement alt. analysis	
March 2017	TAC 10	Present second-round abatement alt. analysis	
May 2017	TAC 11	Present first-round compatible land use alternatives	
July 2017	TAC 12	Present second-round compatible land use alternatives	
September 2017	TAC 13	Recommend abatement and compatibility measures	
November 2017	TAC 14	Discuss NCP monitoring and implementation	
January 2017	TAC 15	Review NCP recommendations	
March 2018	TAC 16	Discuss Draft NCP	
May 2018	Public Information Meeting 3	Present Draft NCP Recommendations	
May 2018	Public Hearing on NCP	Present proposed NCP and revised NEMs	

Two TAC meetings are held in reserve for unanticipated needs

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Public Comment

Next EWR Part 150 TAC Meeting

- Thursday, January 26, 2017 9:00 am to noon
 - Review noise abatement measures evaluation results
 - Brainstorm noise mitigation measures (land use strategies)

Thanks for attending!

Land Use strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

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Newark Liberty International Airport

14 CFR Part 150 Noise Compatibility Study Technical Advisory Committee Meeting #9 January 26, 2017

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TAC Members

Name	Affiliation	Name	Affiliation
Bill Huisman	Aviation Development Council (ADC)	Russell Halleran	FAA ATCT
Philip Santos	Airlines (Cargo), FedEx	Robert Gibney	FAA ATCT
Rich Teilborg	Airlines, Southwest Airlines (SWA)	Eric Richardson	FBO, Signature Flight Support
Harel Margaritz	Airlines (Passenger), United	Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)
Glenn Morse	Airlines (Passenger), United	Alturrick Kenney	City of Newark
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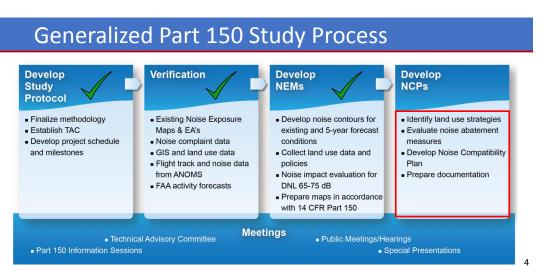
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Meeting Agenda

- Welcome and introductions
- Part 150 process status review
- Noise Compatibility Program (NCP) development process review
- Discussion on Recently FAA-approved NCP measures presented by FAA in November
- List of EWR NCP measures proposed in NEM public comments
- Results of TAC noise abatement measures brainstorming session
- Preliminary noise modeling results of select noise abatement measures
- Introduction to land use and noise mitigation NCP measures
- Next steps
- TAC member discussion
- Schedule review
- Public comment
- Next TAC meeting

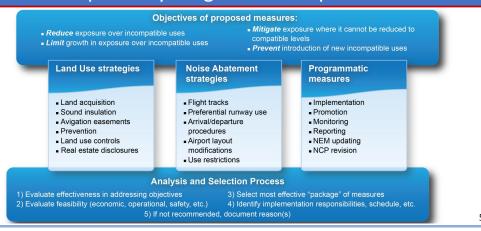


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Noise Compatibility Program Development Process

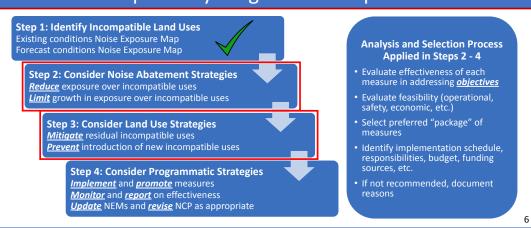


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Noise Compatibility Program Development Process



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Recently Approved NCP Measures - FAA

- FAA provided an overview of recently approved NCP measures at TAC#8
- Copy of FAA spreadsheet was emailed to TAC members
 - First tab lists Operational Measures, which we discussed at TAC#8
 - Second tab lists Land Use Measures, which we will start discussing today
 - Third tab lists Program Management Measures, which we will discuss at future meetings
 - Fourth tab lists Part 161 Measures, which we may discuss at future meetings
- Do you have feedback or questions on this material?

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NCP Measures Proposed – NEM Public Comment

- Continue westbound Runway 22 departures along 220 heading (after a brief interval on 190 heading) over industrial and waterway areas
 - Expect this is intended to keep aircraft from turning toward destination until a bit longer in their flight path
 - Received nine comments for this same or similar request
- Disperse departure routes
 - Received seven comments for this same or similar request
- Turn departing aircraft east upon departure for both Runway 22 (19/220 degrees) and Runway 4 (60/220 degrees)
 - Received two comments for this same or similar request

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NCP Measures Proposed - NEM Public Comment

- Lift restricted airspace over the ocean
 - Received two comments for this same or similar request
- Control the number of aircraft and discourage traffic increases
 - Received two comments for this same or similar request
- Northbound departures to turn over Hudson County Park rather than over the condo complex in Harrison
- · Preserve flexibility in airspace
- Examine south flow departure routes



NCP Measures Proposed – NEM Public Comment

- Implement night ocean routing procedures
- Avoid areas west for south flow departures
- Fly over turnpike in VFR conditions
- Increase arrival altitudes
- Consider previous noise mitigation actions by the FAA
- Re-institute the "Solberg Mitigation"
- Follow previous noise mitigation routes

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NCP Measures Proposed – NEM Public Comment

- For Runway 4 departures, replace 60-degree turn with a 70-degree turn
- For Runway 4 departures, keep aircraft over compatible land uses longer (beyond the 290-degree turn)
- Do not focus only on arrival flight path changes, but also focus on departure flight path changes
- Document TEB alternatives in EWR NCP
- Take advantage of vacant lands, waterways and industrial areas immediately south of EWR for south flow operations

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TAC Brainstorming Results - Noise Abatement

- A total of 33 measures proposed for assessment
 - · 4 flight track measures
 - 7 preferential runway use measures
 - 12 arrival/departure procedures
 - 4 airport layout modifications
 - 6 aircraft use restrictions

Noise Abatement strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

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Brainstorming Results - Noise Abatement

- Flight track measures
 - Use flight tracks over compatible land use (where possible) 3 votes
 - Disperse (spread out) the aircraft operations 2 votes
 - Use RNAV departure flight paths to reduce noise footprint 2 votes
 - Reduce flight track concentrations 0 votes

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Brainstorming Results - Noise Abatement

- Preferential runway use measures
 - Rotational runway use 4 votes
 - Land inboard runways/depart outboard runways
 - Flip-flop runways for noise abatement purposes (when weather permits)
 - Use crosswind runway at night 4 votes
 - Develop calm wind preferential runway use strategy 1 vote
 - Shift traffic to Runway 4R/22L (outboard runway) 1 vote
 - Arrive Runways 4L and 4R midnight to 0300 0 votes
 - Depart Runways 22L and 22R 0300-0600 0 votes
 - Operate simultaneous arrivals and departures (separation criteria) 0 votes

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Brainstorming Results - Noise Abatement

- Arrival/departure procedures
 - Utilize full runway length (Runways 22L and 22R) at night 4 votes
 - Turn right after departing Runways 4L and 4R (RNAV) 3 votes
 - Nighttime (midnight 0600) operations utilize flexible airspace 3 votes
 - Use derated takeoff procedures with unlimited climb 2 votes
 - Improve descent profiles (PBN, RNAV, etc.) 2 votes
 - Use continuous descent arrivals at night 1 vote
 - Alternate departure procedure/south arrivals 1 vote
 - Spread out departures 1 vote
 - Keep nighttime arrivals out over river/95 corridor 1 vote
 - Increase the arrival glide slope 1 vote
 - Use FAA-prescribed noise abatement departure procedures (NADP) 1 vote
 - Change timing of arrivals using procedures 0 votes



Brainstorming Results - Noise Abatement

- Airport layout modifications
 - Use displaced thresholds votes 3
 - Construct third parallel runway east of Runway 4R/22L 1 vote
 - Use end-around taxiways (reduce taxi wait times) 0 votes
 - Construct noise berms or screens (walls) 0 votes

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Brainstorming Results - Noise Abatement

- Aircraft use restrictions
 - Incentivize use of quieter aircraft 2 votes
 - Incentivize use of quieter aircraft at night 2 votes
 - Institute noise-based airport user fees 1 vote
 - Institute voluntary nighttime use restrictions 1 vote
 - Put a cap on nighttime operations (possibly all day too) 1 vote
 - Voluntary use of quieter aircraft at night 0 votes

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Noise Modeling Results - Noise Abatement Measures

- Noise Abatement Measures analyzed
 - Increase crosswind runway (11/29) runway use
 - Double arrivals
 - Double departures
 - Double arrivals and departures
 - 100% arrivals
 - 100% nighttime operations
 - Moving displaced thresholds on Runways 4L/22R and 4R/22L
 - 200 feet displacement
 - 500 feet displacement
 - Offset approach to Runways 22L and 22R
 - Nighttime Runway 22L and 22R arrivals
 - All Runway 22L and 22 R arrivals
 - 75% nighttime Runway 22L arrivals



Results - Double Crosswind Runway Arrivals THE PORT AUTHORITY OF NY & N. Newark Liberty International Airport Note: These are not official NEM maps under Part 150 Proposed NCP 2021 Forecast Proposed NCP 2021 Forecast Alternative Condition Alternative Condition 24,301 24,377 8,756 70-75 dB 399 831 148 > 75 dB 0 0 0 0 24,700 25,208 8,904 Note: Population was derived utilizing the US Census 2010 Block Data. Change in Population Change in Residential Units -8.000 -76 65-70 dB -29 70-75 dB -432 > 75 dB

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Results – Double Crosswind Runway Departures THE PORT AUTHORITY OF NY & NJ Proposed NCP 2021 Forecast Proposed NCP 2021 Forecast Alternative Condition Alternative Condition 65-70 dB 24,365 8,780 24,377 8,785 70-75 dB 822 831 306 310 > 75 dB 0 0 0 0 Total 25,187 25,208 9,086 9,095 Note: Population was derived utilizing the US Census 2010 Block Data. Population counts and residential units are preliminary for comparison purposes only Change in Residential Units -6,000 -3,000 65-70 dB 70-75 dB

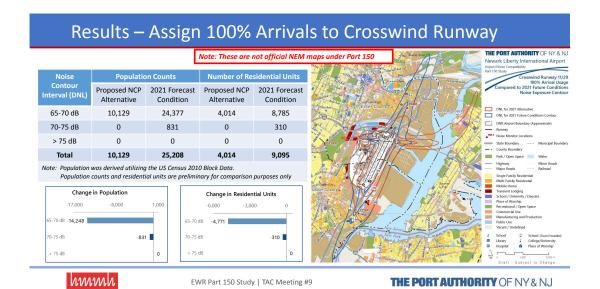
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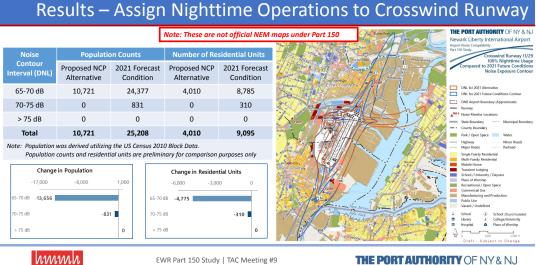
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Results - Double Crosswind Runway Operations THE PORT AUTHORITY OF NY & N. Note: These are not official NEM maps under Part 150 Number of Residential Units Population Counts Proposed NCP 2021 Forecast Proposed NCP 2021 Forecast Condition Alternative Condition 65-70 dB 24.290 8.751 8,785 390 831 310 70-75 dB 0 0 0 > 75 dB 0 24,680 25,208 8,895 Note: Population was derived utilizing the US Census 2010 Block Data. Population counts and residential units are preliminary for comparison purposes only Change in Population Change in Residential Units 1,000 -441 70-75 dB 166

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Popults Assign Nighttime Operations to Crosswind Bunyan



Results - Displace Departure Threshold (200 feet) THE PORT AUTHORITY OF NY & NJ Note: These are not official NEM maps under Part 150 Number of Residential Units **Population Counts** Proposed NCP 2021 Forecast Proposed NCP 2021 Forecast Condition Alternative Condition 65-70 dB 24.402 8.800 8,785 831 334 310 70-75 dB 896 0 0 0 > 75 dB 0 25,298 25,208 9,134 Note: Population was derived utilizing the US Census 2010 Block Data. Population counts and residential units are preliminary for comparison purposes only Change in Population Change in Residential Units 1,000 -3,000 65 70-75 dE



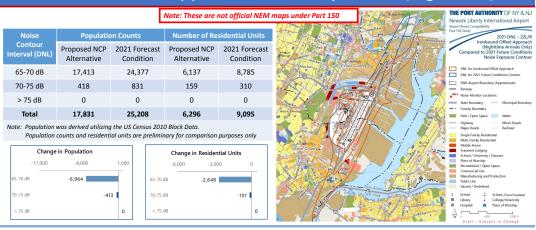
Results - Displace Departure Threshold (500 feet) THE PORT AUTHORITY OF NY & NJ Proposed NCP 2021 Forecast Proposed NCP 2021 Forecast Alternative Condition Alternative Condition 24,456 24,377 8,826 8,785 70-75 dB 986 831 367 310 > 75 dB 0 0 0 0 25,442 25,208 9,193 Note: Population was derived utilizing the US Census 2010 Block Data. Change in Population 1.000 79 5-70 dB 65-70 dB 155 70-75 dE > 75 dB

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Results - Offset Approach to Runways 22L/R (nighttime)

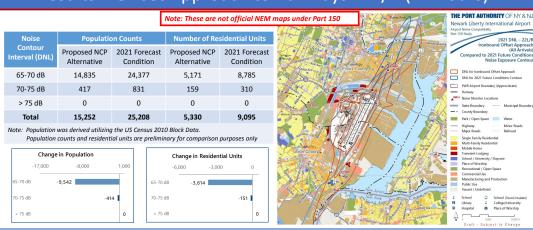


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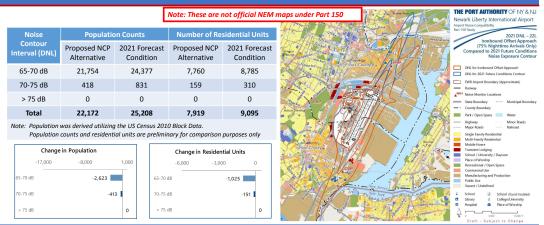
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Results - Offset Approach to Runways 22L/R (24 hours)



Newark Liberty International Airport Noise Compatibility Program

Results – Offset Approach to Runways 22L (75% nighttime)



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Land Use /Noise Mitigation NCP Measures

- Land use measures are intended to <u>prevent</u> the introduction of additional incompatible land use
 - Local jurisdictions typically have implementation and enforcement responsibilities of these measures
- Noise mitigation measures are intended to <u>correct</u> the existing incompatible land uses
 - Port Authority, as the owner and operator of EWR, typically have implementation responsibilities of these measures
- Both are essential to obtaining and maintaining compatible land use surrounding EWR

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Land Use NCP Measures - Introduction

- The following seven strategies are typical for preventative land use measures:
 - · Require real estate disclosures
 - · Modify land use zoning
 - Develop land use zoning overlays
 - Amend State building codes
 - Prepare cooperative land use development agreements
 - Participate in community planners forums
 - Distribute noise and land use mitigation information to community groups

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Real Estate Disclosures

- Methods for informing buyers of property in Airport vicinity about aircraft noise
- Requirement of sellers and/or real estate brokers to inform buyers
- Part of the sales agreement
- New Jersey Association of Realtors Standard Form
- Applicable to properties within a specific noise contour or within a certain distance from an airport

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Land Use Zoning

- Enacted by local jurisdiction with land use and zoning authority
- Rezone properties within specific noise contours to be compatible with aircraft operations
- Intent of rezoning is to prevent incompatible land uses from being developed near an Airport
- Rezoning promotes compatible land use in Airport vicinity
- Rezoning allows for "grandfathering" of existing uses

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Land Use Zoning Overlays

- Enacted by local jurisdiction with land use and zoning authority
- Adoption of a separate overlay zone that works in tandem with underlying zone
- Intent is to prevent incompatible land uses from being developed near an Airport
- Provides greater details regarding what is allowable in the overlay zone (e.g., height limits that may be different)



Building Codes

- Enacted at the state level in partnership with the local jurisdiction
- Intended to raise minimum building standards in areas in vicinity of an Airport
- Intended to promote compatible land uses in Airport vicinity

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Cooperative Land Use Agreements

- Enacted by Airport sponsor (e.g., Port Authority) and jurisdictions with local land use authority
- Agreements are focused on land use, redevelopment, and infrastructure in Airport vicinity
- Intended to prevent incompatible land uses from being developed in Airport vicinity

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Community Planners Forums

- Established by Airport sponsor (e.g., Port Authority) to bring together various jurisdictions in Airport vicinity
- Share information pertaining to comprehensive planning, land use issues, zoning issues, and noise mitigation efforts
- Intended to provide a "level playing field" for all jurisdictions in Airport vicinity

Distribution of Noise Mitigation Information

- Enacted by the Airport sponsor (e.g., the Port Authority)
- Intended to inform jurisdictions in Airport vicinity about what has been implemented, what will be implemented, schedule for implementation, etc.
- Program to distribute noise mitigation information to all jurisdictions in the Airport vicinity
- Information distributed on a periodic basis (e.g., monthly, bi-annually, annually, etc.)

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Noise Mitigation NCP Measures - Introduction

- The following strategies are typical for preventative land use measures:
 - Sound insulation
 - · Positive ventilation
 - Land acquisition
 - Easement acquisition
 - On-Airport Noise Barriers

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Sound Insulation

- Purpose to provide a compatible indoor living environment through installation of acoustical treatments, e.g., acoustical doors and windows, by obtaining at least a 5-dB improvement to the noise level reduction
- Results in the parcel being considered compatible within the 65 DNL noise contour
- Incompatible buildings (subject to interior level ≥ 45 dB requirement)
 - · Single-family residential
 - Multi-family residential
 - Educational facilities
 - · Places of worship
 - Health care facilities and other noise sensitive structures (case by case)



Positive Ventilation

- Purpose provide the ability to keep windows closed to result in a compatible indoor living environment without acoustical treatments
- Applies where homes:
 - Are not eligible for sound insulation treatment because interior level is below 45 DNL with windows shut and
 - Do not have existing positive ventilation
- Results in the parcel being considered compatible within the 65 DNL noise contour
- Incompatible buildings
 - Single-family residential
 - · Multi-family residential
 - Educational facilities
 - Places of worship
 - Health care facilities and other noise sensitive structures (case by case)

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Land Acquisition

- Purpose is to acquire the land and make it compatible with airport operations by:
 - Redeveloping the property into non-noise sensitive use, e.g., commercial or industrial use
 - Installing sound insulation treatments and reselling the property as compatible through programs such as purchase assurance
- Results in the parcel being considered compatible within the 65 DNL noise contour
- Incompatible parcels
 - · Single-family residential
 - Multi-family residential
 - · Educational facilities
 - · Places of worship
 - Health care facilities and other noise sensitive structures (case by case)

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Easement Acquisition

- Purpose is to obtain compatibility through the purchase of an easement with the property owner that goes with the deed to show acceptance of being within an area of excessive aircraft noise
- Results in the parcel being considered compatible within the 65 DNL noise contour
- Incompatible parcels
 - · Single-family residential
 - · Multi-family residential
 - · Educational facilities
 - · Places of worship
 - Health care facilities and other noise sensitive structures (case by case)



On-Airport Noise Barriers

- · Purpose is to reduce exposure of incompatible land uses with aircraft noise
 - · Almost exclusively used to address noise from aircraft ground operations
 - Must result in incompatible uses receiving at least a 5 dB reduction in aircraft noise
- Typical projects include:
 - Noise barriers
 - · Earth berms
 - · Wall structures
 - Hush houses
 - · Ground run-up enclosures
 - · Other devices to shield land uses that are incompatible with aircraft noise

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Implementation of Noise Mitigation Measures

NCP Measure	Eli	igibility Requirement	Implementation Responsibility	Duration of implementation	Esti	imated Cost
Sound Insulation, e.g., acoustic doors and windows	:	Located within 65 DNL Interior noise level 45 dB or greater No existing code violations	Port Authority	2-3 decades		Residential \$50,000/unit s.f. \$25,000/unit m.f. Institutional properties unknown, likely well over \$1 million per property
Positive Ventilation	:	Located within 65 DNL Interior noise level 45 dB or greater No existing code violations	Port Authority	2-3 decades (completed alongside sound insulation)		Residential \$20,000/unit Institutional properties unknown
Land Acquisition	•	Located within 65 DNL	Port Authority	Less than one decade	:	Residential \$275,000/s.f. parcel \$340,000/m.f. parcel Institutional properties unknown
Easement Acquisition	٠	Located within 65 DNL	Port Authority	2-3 decades (completed alongside sound insulation)		\$7,500/parcel or 15% of fair market value
Noise Barriers	٠	Provides 5-dB reduction to properties within 65 DNL	Port Authority	2-5 years	Depe	endent on length and height of the barrier

Notes: (1) Estimated cost based on other similar projects. Estimate to be better defined as part of the NCP process
(2) Duration of implementation for sound insulation is for the completion of the full program. Noise exposure contours can change through a number of NEM updates over 2-3 decades.

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Next Steps

Step 1: Identify Incompatible Land Uses Existing conditions Noise Exposure Map

Forecast conditions Noise Exposure Map

Step 2: Consider Noise Abatement Strategies <u>Reduce</u> exposure over incompatible uses <u>Limit</u> growth in exposure over incompatible uses

Step 3: Consider Land Use Strategies
<u>Mitigate</u> residual incompatible uses
<u>Prevent</u> introduction of new incompatible uses

Step 4: Consider Programmatic Strategies Implement and promote measures Monitor and report on effectiveness Update NEMs and revise NCP as appropriate

Analysis and Selection Process Applied in Steps 2 - 4

- Evaluate effectiveness of each measure in addressing *objectives*
- Evaluate feasibility (operational, safety, economic, etc.)
- Select preferred "package" of measures
- Identify implementation schedule, responsibilities, budget, funding sources, etc.
- If not recommended, document reasons

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TAC Members

Name	Affiliation	Name	Affiliation
Bill Huisman	Aviation Development Council (ADC)	Russell Halleran	FAA ATCT
Philip Santos	Airlines (Cargo), FedEx	Robert Gibney	FAA ATCT
Rich Teilborg	Airlines, Southwest Airlines (SWA)	Eric Richardson	FBO, Signature Flight Support
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Steve McClain	FAA TRACON	Bruce Bergen	Union County
Kimberly Clarke	FAA TRACON	Al Faella	Union County

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TAC Projected Meeting Schedule

Anticipated Date	Meeting	Anticipated Topics
September 24, 2015	TAC 1 – Completed	Introduction to Part 150, TAC process, etc.
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May 2018	Public Information Meeting 3	Present Draft NCP Recommendations
May 2018	Public Hearing on NCP	Present proposed NCP and revised NEMs

Two TAC meetings are held in reserve for unanticipated needs

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Public Comment

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EWR Part 150 Study | TAC Meeting #9

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Next EWR Part 150 TAC Meeting

- Thursday, March 30, 2017 9:00 am to noon
 - Review noise abatement measures evaluation results round two
 - Update progress on noise mitigation measures (land use strategies)
- Thursday, May 19, 2017 9:00 am to noon
 - Provide preferred noise abatement measures contours
 - Discuss possible noise mitigation measures (land use strategies) given result of preferred noise abatement measures

Thanks for attending!





Newark Liberty International Airport

14 CFR Part 150 Noise Compatibility Study Technical Advisory Committee Meeting #10 March 30, 2017

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EWR Part 150 Study | TAC Meeting #10

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TAC Members

Name	Affiliation	Name	Affiliation
Bill Huisman	Aviation Development Council (ADC)	Russell Halleran	FAA ATCT
Philip Santos	Airlines (Cargo), FedEx	Robert Gibney	FAA ATCT
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Steve McClain	FAA TRACON	Bruce Bergen	Union County
Kimberly Clarke	FAA TRACON	Al Faella	Union County

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EWR Part 150 Study | TAC Meeting #10

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Meeting Agenda

- · Welcome and introductions
- Part 150 process status review
- Noise Compatibility Program (NCP) development process review
- Discussion on Recently FAA-approved NCP measures review
- List of EWR NCP measures proposed review
- Analysis results of select noise abatement measures
- Next steps
- TAC member discussion
- Schedule review
- Public comment
- Next TAC meeting

EWR Part 150 Study | TAC Meeting #10



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Meeting Agenda

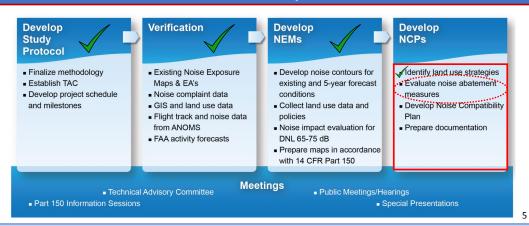
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- Analysis results of select noise abatement measures
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- Public comment
- Next TAC meeting

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Generalized Part 150 Study Process



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Noise Compatibility Program Development Process



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Noise Compatibility Program Development Process

Step 1: Identify Incompatible Land Uses Existing conditions Noise Exposure Map **Analysis and Selection Process** Forecast conditions Noise Exposure Map Applied in Steps 2 - 4 • Evaluate effectiveness of each **Step 2: Consider Noise Abatement Strategies** measure in addressing *objectives* **<u>Reduce</u>** exposure over incompatible uses **Limit** growth in exposure over incompatible uses safety, economic, etc. · Select preferred "package" of **Step 3: Consider Land Use Strategies** measures Mitigate residual incompatible uses **<u>Prevent</u>** introduction of new incompatible uses • Identify implementation schedule, responsibilities, budget, funding sources, etc. **Step 4: Consider Programmatic Strategies Implement** and **promote** measures · If not recommended, document

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<u>Monitor</u> and <u>report</u> on effectiveness <u>Update</u> NEMs and <u>revise</u> NCP as appropriate

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Recently Approved NCP Measures - FAA

- FAA provided an overview of recently approved NCP measures at TAC#8
- Copy of FAA spreadsheet was emailed to TAC members
 - First tab lists Operational Measures, which we discussed at TAC#8
 - Second tab lists Land Use Measures, which we will start discussing today
 - Third tab lists Program Management Measures, which we will discuss at future meetings
 - Fourth tab lists Part 161 Measures, which we may discuss at future meetings
- Do you have feedback or questions on this material?

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23 Proposed Noise Abatement Measures

Flight Tracks

ID#	Description	Source	Analyzed	Noise Benefit	Recommend
1	Utilizing flight tracks over compatible land uses	TAC	Underway		
2	Northbound departures to turn over Hudson County Park	Public	✓	None	
3	Analysis of South flow departure routes	Public	Underway		
4*	Disperse aircraft operations	TAC	✓	None	Occurs currently
5	Use RNAV departure flight paths to reduce noise footprint	TAC	Underway		
6*	Turn departing aircraft east (parallel runway departures)	Public	✓	None	Occurs currently

* Indicates analysis/information presented during meeting today Note: Blank boxes indicate no results available yet, all cells will eventually be addressed Note: Noise benefit has to occur in the DNL 65 dB or higher noise contour





23 Proposed Noise Abatement Measures

Preferential Runway use

ID#	Description	Source	Analyzed	Noise Benefit	Recommend
7	Increased crosswind (11/29) runway use	TAC	✓	Slight	
8	Intersection departure	TAC			
9	Rotational runway use	TAC			
10	Preferential runway use	TAC	Underway		
11*	Operate on outboard runways	TAC	Underway		
12	Utilize full runway length (Runways 22L/R) at night	TAC	✓	Slight	
13*	Increase displaced arrival thresholds	TAC	✓	N/A	No - Airport efficiency

^{*} Indicates analysis/information presented during meeting today Note: Blank boxes indicate no results available yet, all cells will eventually be addressed Note: Noise benefit has to occur in the DNL 65 dB or higher noise contour

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23 Proposed Noise Abatement Measures

Arrival/Departure Procedures

ID#	Description	Source	Analyzed	Noise Benefit	Recommend
14*	Use FAA-prescribed noise abatement departure procedures (NADP)	TAC	Underway		
15*	Improve descent profiles	TAC			
16	Change timing of arrivals using procedures	TAC			

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23 Proposed Noise Abatement Measures

Airport Layout Modifications

ID#	Description	Source	Analyzed	Noise Benefit	Recommend
17	Operate simultaneous arrivals and departures	TAC			
18	Construct third parallel runway east of Runway 4R/22L	TAC	✓	N/A	Impractical at this time
19	Use end-around taxiways (reduce taxi wait times)	TAC			
20	Construct noise berms or screens (walls)	TAC	✓	None	



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Newark Liberty International Airport Noise Compatibility Program

23 Proposed Noise Abatement Measures

Use Restrictions

ID#	Description	Source	Analyzed	Noise Benefit	Recommend
21	Control the number/types of aircraft and discourage traffic increases	Public			

* Indicates analysis/information presented during meeting today Note: Blank boxes indicate no results available yet, all cells will eventually be addressed Note: Noise benefit has to occur in the DNL 65 dB or higher noise contour

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23 Proposed Noise Abatement Measures

Airspace

ID#	Description	Source	Analyzed	Noise Benefit	Recommend
22	Lift restricted airspace over the ocean	Public	✓	None	Not recommended
23	Preserve flexibility in airspace	Public	Underway		

* Indicates analysis/information presented during meeting today Note: Blank boxes indicate no results available yet, all cells will eventually be addressed Note: Noise benefit has to occur in the DNL 65 dB or higher noise contour

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Results - Disperse aircraft operations (#4)

Arrivals

- Because arrivals need to land at a specific point on the runway which requires a straight in approach for certain distance, it is difficult to disperse arrivals very much from the extended center line of the Runway. Arrivals shown here follow the extended center line of the Runways
- Pilots want to be on runway centerline when approaching
- Offset approach is being evaluated for Runway 22L to fly over compatible land uses
- Offset approach can not be dispersed
- Offset approach is not beneficial for other runways



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Results - Disperse aircraft operations (#4)

- Departures
 - The aircraft are currently dispersed when departing
 - Dispersed aircraft headings is in conflict with other proposed measures, such as the implementation of RNAV departure paths to concentrate flight tracks.



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Results - Turn departing aircraft East (#6)

 Majority of aircraft currently turn east when departing Runway 4/22





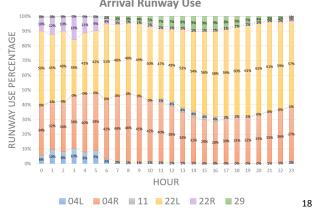
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Results - Operate on "outboard" 4R/22L runway (#11)

- Arrivals
 - Runway use is consistent throughout the 24-hour day



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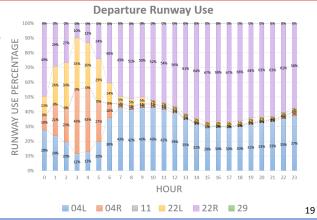
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Results - Operate on "outboard" 4R/22L runway (#11)

Departures

 Increased use of "outboard" (4R/22L) runway currently occurs at night for departures



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Results - Operate on "outboard" 4R/22L runway (#11)

- Night operations
 - Change in night operations does not produce significant change to overall runway use

Total Runway Use Difference (if all 4L/22R shifted to 4R/22L at night)

	04L	04R	11	22L	22R	29
Arrivals	(0.7%)	0.7%	-	0.9%	(0.9%)	-
Departures	(4.5%)	4.5%	-	6.3%	(6.3%)	-

i.e. Total arrival use decreases by 0.7% on 04L if all 22R/04L is shifted to 22L/4R at night

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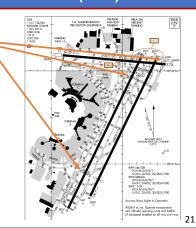
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Results – Increase displaced arrival threshold (#13)

- Displaced thresholds currently in place at 5 of the 6 runway ends
- Increasing thresholds:
 - Decreases available runway length
 - Reduces efficiency of airport layout and high speed taxiways

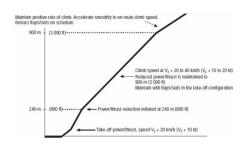
Runway	4L	4R	11	22L	22R	29
Displaced threshold	2540 ft	1190 ft	0 ft	1770 ft	1440 ft	298 ft



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Results – Use noise abatement departure procedures (#14)

- Modeled ICAO_A NADP as part of a sensitivity analysis
 - ICAO_A is a pre-described noise abatement departure procedure
 - Modeled NADP using slightly modified ICAO A INM profile
 - INM uses 1,500 ft altitude for thrust cutback based on previous ICAO guidelines
 - Thrust cutback modeled at 800 ft elevation per current ICAO guidelines
 - Applied to EWR commercial jets in INM equipped with default ICAO A profiles



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Results – Use noise abatement departure procedures (#14)

- NADP modeling produced minimal difference in DNL at EWR
 - · Some reduction of noise close-in
 - Some increases farther out resulting in more area exposed to 65 DNL
 - Due to lower altitude
 - Increase in population exposed overall
- NADPs are generally more beneficial for older stage 2 aircraft than the current fleet
- EWR 2021 DNL contours are dominated by nighttime arrivals which lessens the effect

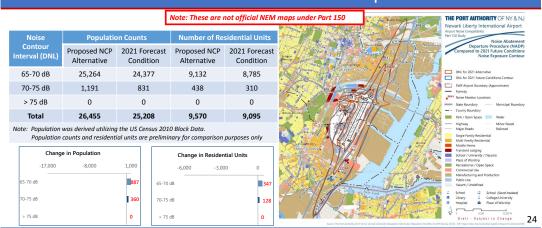
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Results - NADP Used for All Available Departures



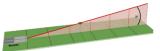
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Results – Improve descent profiles (#15)

- Approximate benefit:
 - 0.5 dB DNL reduction for every 0.2 $^{\circ}$ increase in glide slope in the area of 65 DNL
 - Based on logarithmic math table below shows calculation results



 For reference - SAN uses a 3.22° glide 	slope
--	-------

	Current Glide	Miles to 65	Altitude at 65	Increase g		Increase g by (lide slope).2°	Increase g		Increase g		Increase g by 0	
RWY	slope	DNL	DNL	∆Alt	∆dB	∆Alt	∆dB	∆Alt	∆dB	∆Alt	∆dB	∆Alt	∆dB
4L	3.0°	2.9	923	30.8 ft	0.29	61.7 ft	0.56	92.5 ft	0.83	123.4 ft	1.09	154.3 ft	1.34
4R	3.0°	3.6	1146	38.3 ft	0.29	76.6 ft	0.56	114.9 ft	0.83	153.2 ft	1.09	191.5 ft	1.34
11	3.1°	0.2	66	2.1 ft	0.28	4.3 ft	0.54	6.4 ft	0.80	8.5 ft	1.06	10.6 ft	1.30
22L	3.0°	3.9	1242	41.5 ft	0.29	83.0 ft	0.56	124.5 ft	0.83	165.9 ft	1.09	207.5 ft	1.34
22R	3.0°	3.7	1178	39.3 ft	0.29	78.7 ft	0.56	118.1 ft	0.83	157.4 ft	1.09	196.8 ft	1.34
29	3.0°	0.8	255	8.5 ft	0.29	17.0 ft	0.56	25.5 ft	0.83	34.0 ft	1.09	42.6 ft	1.34

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Next Steps

Step 1: Identify Incompatible Land Uses
Existing conditions Noise Exposure Map
Forecast conditions Noise Exposure Map

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EWR Part 150 Study | TAC Meeting #10

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TAC Member Discussion

TAC Members

Newark Liberty International Airport Noise Compatibility Program

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Bill Huisman	Aviation Development Council (ADC)	Russell Halleran	FAA ATCT
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Kimberly Clarke	FAA TRACON	Al Faella	Union County

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TAC Member Discussion Topics

- National Transportation Noise Map
 - Published by the Bureau of Transportation Statistics (BTS)
 - BTS 15-17, dated March 21, 2017
 - https://www.bts.gov/newsroom/national-transportation-noise-map
- Update to NEM contours
 - Inclusion of intersection departures on Runways 22L and 22R

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EWR Part 150 Study | TAC Meeting #10

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TAC Projected Meeting Schedule

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EWR Part 150 Study | TAC Meeting #10

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Public Comment

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EWR Part 150 Study | TAC Meeting #10

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Next EWR Part 150 TAC Meeting

- Friday, May 19, 2017 9:00 am to noon
 - Provide preferred noise abatement measures contours
 - Discuss possible noise mitigation measures (land use strategies) given result of preferred noise abatement measures

Thanks for attending!



Newark Liberty International Airport

14 CFR Part 150 Noise Compatibility Study Technical Advisory Committee Meeting #11 May 22, 2017

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EWR Part 150 Study | TAC Meeting #11

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T,	TAC Members					
Name	Affiliation	Name	Affiliation	Name	Affiliation	
Philip Santos	FedEx (Cargo)	Yasmin Fisher	Greater Elizabeth Chamber of Commerce	James Shipp	Staten Island	
George Hodgson	Southwest Airlines	Joe Lepis	Newark Airport Community Roundtable	Bruce Bergen	Union County	
Rich Teilborg	Southwest Airlines	Ricky Ahmed	Newark International Carriers (NICC)	Al Faella	Union County	
Harel Margaritz	United Airlines	Chip Hallock	Newark Regional Business Partnership (NRBP)	Barry Geller	Union County	
Glenn Morse	United Airlines	Barbara Kauffman	Newark Regional Business Partnership (NRBP)	Kamal Selah	Union County	
Andrew Brooks	FAA, Eastern Region	Robert Belzer	New Jersey Citizens Against Aircraft Noise	Phyllis Reich	City of Elizabeth	
Lindsay Butler	FAA, Great Lakes ADO	Norman Dotti	New Jersey State Noise Control Council	Eduardo Rodriguez	City of Elizabeth	
Zack DeLaune	FAA, NY-ADO	Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee	William Holzapfel	City of Elizabeth	
Suki Gill	FAA, NY-ADO	Steve Brown	National Business Aviation Association (NBAA)	McKinley Mertz	Town of Harrison	
Steven Kapsalis	FAA, Air Traffic Organization	Eric Richardson	Fixed Base Operator (Signature Flight Support)	Byron Nicholas	Hudson County	
Kimberly Clarke	FAA TRACON	Jerome Feder	Union County Air Traffic Noise Advisory Board	Paul Ricci	City of Linden	
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Russell Halleran	FAA, Airport Traffic Control Tower	Tom Malone	FAA, Flight Standards District Office (FSDO)			

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EWR Part 150 Study | TAC Meeting #11

THE PORT AUTHORITY OF NY & NJ

Meeting Agenda

- Welcome and introductions
- Part 150 process status review
- Noise Compatibility Program (NCP) development process review
- Present Revised Noise Exposure Map Contours
- Present results of meetings with jurisdictions on land use measures
- Next steps
- TAC member discussion
- Schedule review
- Public comment
- Next TAC meeting

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Meeting Agenda

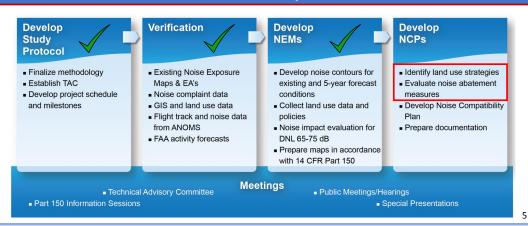
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Generalized Part 150 Study Process

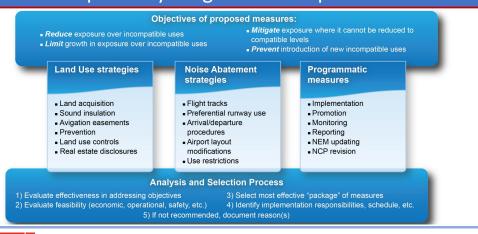


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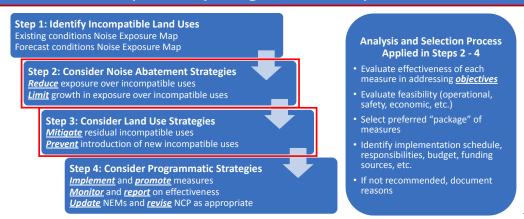
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Noise Compatibility Program Development Process



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Noise Compatibility Program Development Process



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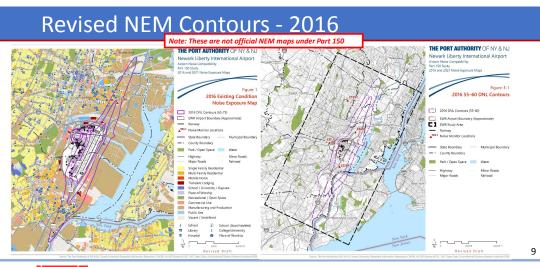
Revised NEM Contours

- Modeled intersection departures
 - Aircraft departing from taxiway intersections rather than full length of the runway
 - Aircraft operations on Runway 22L (Z & W) and Runway 22R (Z, W, & Y)
 - Aircraft surface movement data (Aerobahn) determined percent use of the major runway entry points (taxiways)
- Runway use adjustments
 - Based on ANOMS data for April-May 2013, January-March & June-December 2014 as described in the Noise Modeling Input Memorandum
- Refinements in land use
 - Second field verification analysis for areas within the 65 DNL area

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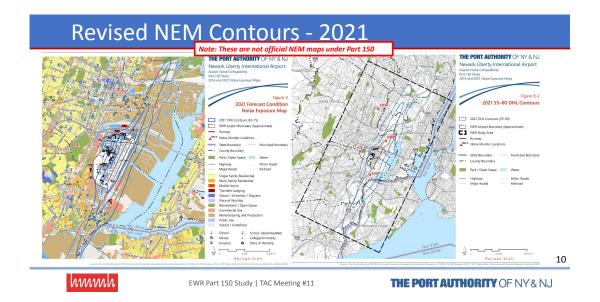
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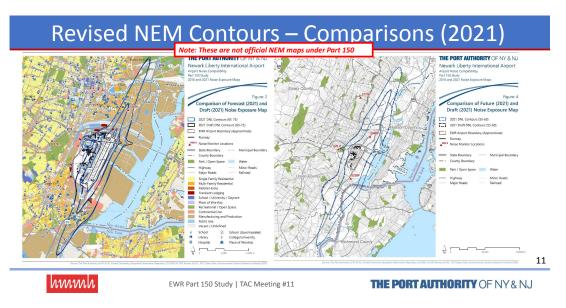


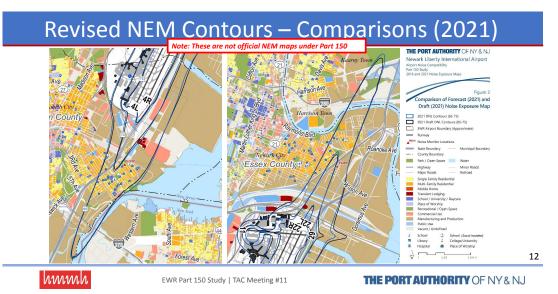
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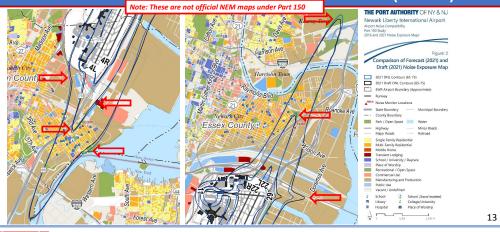






Newark Liberty International Airport Noise Compatibility Program

Revised NEM Contours – Comparisons (2021



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Revised Draft NEM – Next Steps

- Finalize Revised Draft NEM documentation
 - Modifications from Draft NEM will be shown in red text to facilitate public review of the changes
- Provide Revised Draft NEM document to public for 30-day review
 - Same locations as with the Draft NEM
 - Airport Building One Port Authority Administrative Offices, 1 Conrad Rd, Newark
 - The Newark Public Library, 5 Washington Street, Newark
 - Elizabeth Public Library, 11 South Broad Street, Elizabeth
 - http://panynjpart150.com/EWR
 - Review period to begin in late June
- Prepare Final NEM document and submit to FAA for review and acceptance September 2017

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Revised Draft NEM - Public Comments

- Public comments on the Revised Draft NEM will be accepted until the end of the 30-day public review period
 - Expected to run from late June through late July, 2017
- Comments on the Revised Draft NEM should be sent to:
 - The Port Authority of NY & NJ Aviation Department Attn: Noise Office - NJ Part 150 Studies 4 World Trade Center 150 Greenwich Street, 18th Floor New York, NY 10007
 - NJPART150@panynj.gov



Meetings with Jurisdictions

- Initial meetings
 - Introduced Part 150 at Newark Liberty International Airport
 - Coordinated land use data collection
- Follow-up meetings
 - Discussed noise contours prepared for the NEMs
 - Reviewed potential noise abatement and land use measures
 - Discussed land use measures that could potentially be implemented in the jurisdiction

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Initial Municipality Meetings

Jurisdiction	Date of Meeting	Meeting Attendees/s/				
Initial Meetings	Initial Meetings					
City of Linden	November 13, 2015	Paul Ricci, Dave Full, Julie Barrow				
Essex County	March 2, 2016	David Antonio, Dave Full, Julie Barrow				
City of Elizabeth	March 2, 2016	William Holzapfel, Dave Full, Julie Barrow				
Township of Lyndhurst	March 3, 2016	Brian Intadola, Dave Full, Julie Barrow				
Hudson County	March 3, 2016	Byron Nicholas, Jason Bottcher, Dave Full, Julie Barrow				
Town of Kearny	March 3, 2016	Michael Martello, Dave Full, Julie Barrow				
Borough of North Arlington	March 3, 2016	Chris Dochney, Dave Full, Julie Barrow				
Town of Harrison	March 3, 2016	Chris Dochney, Dave Full, Julie Barrow				
New Jersey Sports & Exposition Authority	March 3, 2016	Dom Elefante, Ron Seelogy, Dave Full, Julie Barrow				
Borough of East Newark	May 23, 2016	Robert Cotter, Dave Full, Julie Barrow				
City of Newark	May 23, 2016	Omar Rivera, Dave Full, Julie Barrow				
Union County	No Meeting					

Notes: /a/ - HMMH Team includes Dave Full and Julie Barrow

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Follow-Up Municipality Meetings

Jurisdiction	Date of Meeting	Meeting Attendees/a/
Follow-Up Meetings		
New Jersey Sports & Exposition Authority	January 23, 2017	Ron Seelogy, Mike Stepowyj, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full
Union County	January 23, 2017	Kamal Saleh, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full
City of Elizabeth	January 25, 2017	Eduardo Rodriguez, William Holzapfel, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full
Hudson County	January 25, 2017	Byron Nicholas, Jason Bottcher, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full
Town of Harrison	January 25, 2017	McKinley Mertz, James Fife (Mayor), Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full
City of Newark	January 25, 2017	Arie Hoogendoorn, Kate Anderson, Robert Thomas, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full
Essex County	February 16, 2017	David Antonio, Tim Middleton, Ted Baldwin, Julie Barrow
City of Linden	February 17, 2017	Paul Ricci, Tim Middleton, Ted Baldwin, Julie Barrow
Town of Kearny	May 22, 2017	TBD
Borough of North Arlington	Not within 65 DNL Contour	N/A
Borough of East Newark	Not within 65 DNL Contour	N/A
Township of Lyndhurst	Not within 65 DNL Contour	N/A

Notes: /a/ - Port Authority of NYNJ includes Tim Middleton; HMMH Team includes Gene Reindel, Ted Baldwin, Dave Full, and Julie Barrow

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Real Estate Disclosures

- Methods for informing buyers of property in airport vicinity about aircraft noise
- Requirement of sellers and/or real estate brokers to inform buyers
- Part of the sales agreement
- New Jersey Association of Realtors standard form
- Applicable to properties within a specific noise contour or within a certain distance from an airport

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Real Estate Disclosures (continued)

- Additional research determined that the standard form is text taken directly from legislation enacted by the New Jersey legislature
- Any change in the standard form would require action by the New Jersey legislature
- Most jurisdictions were skeptical as to whether such a change in the standard form would be worth the time and effort to obtain legislative action

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Land Use Rezoning

- Enacted by local jurisdiction with land use and zoning authority
- Rezone properties within specific noise contours to be compatible with aircraft operations
- Intent of rezoning is to prevent incompatible land uses from being developed near an airport
- Rezoning promotes compatible land uses in airport vicinity
- Rezoning allows for "grandfathering" of existing uses



Land Use Rezoning (continued)

- Very little vacant or undeveloped land in jurisdictions near EWR
- Very little opportunity for rezoning to be implemented
- Implementation on a parcel by parcel basis could result in spot zoning
- Rezoning did not have an immediate positive reaction from most jurisdictions

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Overlay Zone

- Enacted by local jurisdiction with land use and zoning authority
- Adoption of a separate overlay zone that works in tandem with underlying zone
- Intent is to prevent incompatible land uses from being developed near an airport
- Provides greater details regarding what is allowable in the overlay zone (e.g., height limits that may be different, specific building codes to ensure compatibility)

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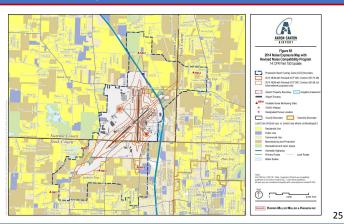
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Overlay Zone (continued)

- Jurisdictions generally interested in an overlay zone as a potential measure
- Jurisdictions requested information and examples of overlay zones that have been implemented in the vicinity of other airports

Overlay Zone (continued)

- Example –
 Akron-Canton Airport
 - Local officials
 - · provided positive feedback
 - recommended adjustments to reflect their perspectives on land use
 - Expect jurisdictions to implement during next update to their general plans



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Building Codes

- Enacted at the state level in partnership with the local jurisdiction
- Intended to raise minimum building standards in vicinity of an airport
- Intended to promote compatible land uses in airport vicinity
- Jurisdictions generally not supportive of changes in the State of New Jersey building codes
- Jurisdictions more interested in including building code requirements in an overlay zone

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Cooperative Land Use Agreements

- Enacted by airport sponsor (e.g., Port Authority) and jurisdictions with local land use authority
- Agreements are focused on land use, redevelopment, and infrastructure in airport vicinity – intended to prevent incompatible land uses from being developed in airport vicinity
- Entering agreement is voluntary sharing information on proposed land use development is generally a requirement based on the agreement
- Jurisdictions generally supportive of a Cooperative Land use Agreement in concert with Community Planners Forums and Distribution of Noise Mitigation Information

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Newark Liberty International Airport Noise Compatibility Program

Cooperative Land Use Agreements (continued)

Example –
 John Wayne Airport

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

I. GOALS AND OBJECTIVES

Alrport Area Compatibility. The City and County Intend, through this Agreement and any subsidiary agreement that the Parties determine is an encessary or appropriate to implement this Agreement, to expand their longstanding efforts to promote compatibility between operations at John Wayne Airport ("JWA" — See Exhibit A) and land uses within and in proximity to the City. The Parties Intend to promote compatibility by, among other things, committing to preserve certain longstanding land use plans, such as the Santa Ana Heights Specific Area Plan ("SAHSAP"), that were designed to harmonize land uses in Santa Ana Heights with air carrier operations at JWA. The Parties also intend this Agreement to prohibit City annexation of JWA and other JWA-owned or County-owned property without County approval. The Parties also intend, through this Agreement and any subsidiary agreement that the Parties determine is necessary or appropriate to Implement this Agreement, to require County compliance with a process that includes City consideration and approval prior to County acquiring property for the purpose of extending the existing air carrier runway to the south or constructing a second air carrier runway, and to require the City to become a consistent agency with respect to land uses and related planning in the airport area as specified in the Airport Environmental Land Use Plan ("AELUP").

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Community Planners Forums

- Established by airport sponsor (e.g., Port Authority) to bring together various jurisdictions in airport vicinity
- Focus is on sharing information pertaining to comprehensive planning, land use issues, zoning issues, and noise mitigation efforts
- Intended to provide consistent approach related to land use issues for all jurisdictions in airport vicinity and allow planners to learn how land use implementation measures are progressing in all jurisdictions
- Jurisdictions generally supportive of Community Planners Forums in concert with Cooperative Land Use Agreements and Distribution of Noise Mitigation Information

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Community Planners Forums (continued)

- Example San Francisco International Airport
 - www.sforoundtable.org
 - SFO Roundtable includes elected officials from each jurisdiction
 - · Land use planners obtain information through elected officials and the website





Distribution of Noise Mitigation Information

- Enacted by the airport sponsor (e.g., Port Authority)
- Intended to inform jurisdictions in airport vicinity about what has been implemented, what will be implemented, schedule for implementation, etc.
- Program to distribute noise mitigation information to all jurisdictions in the airport vicinity
- Information distributed on a periodic basis (e.g., monthly, bi-annually, annually, etc.)
- Jurisdictions generally supportive of Distribution of Noise Mitigation Information in concert with Cooperative Land Use Agreements and Community Planners Forums

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Distribution of Noise Mitigation Information

- Example San Diego International Airport
 - www.san.org/Airport-Noise/Quieter-Home-Program
 - Disseminated through Airport Noise Advisory Committee (ANAC)



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Additional Topics Identified by Jurisdictions

- City of Newark interested in how Port Authority could assist them in redeveloping land within the 65 DNL contour
- City of Elizabeth and City of Newark interested in soundproofing programs and timing of the programs
- City of Linden interested in information on windows with soundinsulation technology

Newark Liberty International Airport Noise Compatibility Program



Step 1: Identify Incompatible Land Uses **Existing conditions Noise Exposure Map** Forecast conditions Noise Exposure Map

Step 2: Consider Noise Abatement Strategies Reduce exposure over incompatible uses <u>Limit</u> growth in exposure over incompatible uses

Step 3: Consider Land Use Strategies Mitigate residual incompatible uses <u>Prevent</u> introduction of new incompatible uses

> **Step 4: Consider Programmatic Strategies Implement** and **promote** measures <u>Monitor</u> and <u>report</u> on effectiveness <u>Update</u> NEMs and <u>revise</u> NCP as appropriate

Analysis and Selection Process Applied in Steps 2 - 4

- Evaluate effectiveness of each measure in addressing *objectives*
- Evaluate feasibility (operational, safety, economic, etc.)
- Select preferred "package" of measures
- Identify implementation schedule, responsibilities, budget, funding sources, etc.
- · If not recommended, document

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EWR Part 150 Study | TAC Meeting #11

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TAC Member Discussion

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TAC Members

Name	Affiliation	Name	Affiliation	Name	Affiliation
Philip Santos	FedEx (Cargo)	Yasmin Fisher	Greater Elizabeth Chamber of Commerce	James Shipp	Staten Island
George Hodgson	Southwest Airlines	Joe Lepis	Newark Airport Community Roundtable	Bruce Bergen	Union County
Rich Teilborg	Southwest Airlines	Ricky Ahmed	Newark International Carriers (NICC)	Al Faella	Union County
Harel Margaritz	United Airlines	Chip Hallock	Newark Regional Business Partnership (NRBP)	Barry Geller	Union County
Glenn Morse	United Airlines	Barbara Kauffman	Newark Regional Business Partnership (NRBP)	Kamal Selah	Union County
Andrew Brooks	FAA, Eastern Region	Robert Belzer	New Jersey Citizens Against Aircraft Noise	Phyllis Reich	City of Elizabeth
Lindsay Butler	FAA, Great Lakes ADO	Norman Dotti	New Jersey State Noise Control Council	Eduardo Rodriguez	City of Elizabeth
Zack DeLaune	FAA, NY-ADO	Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee	William Holzapfel	City of Elizabeth
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Russell Halleran	FAA, Airport Traffic Control Tower	Tom Malone	FAA, Flight Standards District Office (FSDO)		



TAC Projected Meeting Schedule

Anticipated Date	Meeting	Anticipated Topics
September 24, 2015	TAC 1 – Completed	Introduction to Part 150, TAC process, etc.
October 14, 2015	Public Information Meeting 1	Introduction to Part 150 and EWR study process
November 13, 2015	TAC 2 – Completed	Overview of noise and modeling process and inputs
January 27, 2016	TAC 3 – <i>Completed</i>	Present and discuss model input development
March 31, 2016	TAC 4 – Completed	Present model inputs & forecast
May 25, 2016	TAC 5 – Completed	Present modelling status, land use, noise and land use compatibility and introduce NCP process
July 27, 2016	TAC 6 – Completed	Present aircraft noise exposure contours and land use compatibility
September 21, 2016	TAC 7 – Completed	Present and Discuss the draft NEM document
October 27, 2016	Public Information Meeting 2	Present draft NEM
November 16, 2016	TAC 8 – <i>Completed</i>	Discuss abatement and mitigation process/measures

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TAC Projected Meeting Schedule – continued

Anticipated Date	Meeting	Anticipated Topics
January 26, 2017	TAC 9 – Completed	Present first-round abatement alt. analysis
March 30, 2017	TAC 10 – Completed	Present second-round abatement alt. analysis
May 22, 2017	TAC 11 – Today	Present first-round compatible land use alternatives
September 20, 2017	TAC 12 – Next Meeting	Present second-round compatible land use alternatives
January 2018	TAC 13	Recommend abatement and compatibility measures
March 2018	TAC 14	Discuss NCP monitoring and implementation
May 2018	TAC 15	Review NCP recommendations
September 2018	TAC 16	Discuss Draft NCP
September 2018	Public Information Meeting 3	Present Draft NCP Recommendations
September 2018	Public Hearing on NCP	Present proposed NCP and revised NEMs

Two TAC meetings are held in reserve for unanticipated needs

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Public Comment

Next EWR Part 150 TAC Meeting

- September 20, 2017 1:00 pm to 4:00 pm
 - Discuss second round of noise mitigation measures (land use strategies)
 - Present results of all Noise Abatement Measures evaluated to date
 - Present preliminary list of NCP measures for consideration

Thanks for attending!

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EWR Part 150 Study | TAC Meeting #11



Newark Liberty International Airport

14 CFR Part 150 Noise Compatibility Study Technical Advisory Committee Meeting #12 November 8, 2017

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EWR Part 150 Study | TAC Meeting #12

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TAC Members					
Name	Affiliation	Name	Affiliation	Name	Affiliation
Philip Santos	FedEx (Cargo)	Yasmin Fisher	Greater Elizabeth Chamber of Commerce	James Shipp	Staten Island
George Hodgson	Southwest Airlines	Joe Lepis	Newark Airport Community Roundtable	Bruce Bergen	Union County
Rich Teilborg	Southwest Airlines	Ricky Ahmed	Newark International Carriers (NICC)	Al Faella	Union County
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Russell Halleran	FAA, Airport Traffic Control Tower	Tom Malone	FAA, Flight Standards District Office (FSDO)		

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EWR Part 150 Study | TAC Meeting #12

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Meeting Agenda

- · Welcome and introductions
- Part 150 process review
 - Submittal of the Noise Exposure Map (NEM) status update
 - Continue with the Noise Compatibility Program (NCP)
- Noise analysis results of noise abatement measures to date
- · Outstanding noise abatement measures
 - Measures currently under analysis
 - Open the floor to additional noise abatement ideas
- NCP Document Outline
- Next steps
- TAC member discussion
- Schedule review
- Public comment
- Next TAC meeting



Submittal of the NEM

- Port Authority will not submit the 2016 and 2021 Noise Exposure Map for FAA Acceptance
 - 2016 actual operations were not consistent with 2016 NEM operations due to:
 - Slot rule change announced April 2016 that took effect in October 2016
 - · Robust growth in 2016 and the first six months of 2017 greatly outpaced what was predicted in the original NEM forecast.
 - This holds true in all three categories of operations; commercial passenger, air cargo, and general aviation (GA).
 - · Less flight cancellations



EWR Part 150 Study | TAC Meeting #12

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Submittal of the NEM

- Port Authority to develop and submit the NEM in 2019
 - Obtain updated (10/1/16 through9/30/17) flight track and aircraft identification data to:
 - Compare with 2016 NEM modeled flight tracks and profiles
 - Runway 29 RNAV GPS X Arrival will be added and populated with aircraft operations
 - · Update runway use
 - Slight change expected due to the new arrival procedure for Runway 29 as a reliever to Runways 04L and 04R during heavy arrival streams
 - Develop aviation forecasts for 2019 (existing condition) and 2024 (forecast condition)
 - Update the documentation with 2019 and 2024 maps and resulting compatibility
 - Present the draft 2019 NEM at the scheduled public workshop September 2018
 - Submit the 2019 NEM to the FAA for acceptance

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EWR Part 150 Study | TAC Meeting #12

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Preparation of the Noise Compatibility Program

- The 2019 NEM schedule aligns perfectly with and maintains the existing schedule for the NCP
- Continue to prepare the NCP on schedule and concurrent with the NEM
- Two step analysis for noise abatement measures:
 - 1. Use results of 2021 (forecast condition) NEM to prepare preliminary benefit analysis results
 - 2. Update noise abatement measures benefit analysis results with the 2024 (forecast condition) noise exposure map once prepared



2019 NEM Schedule

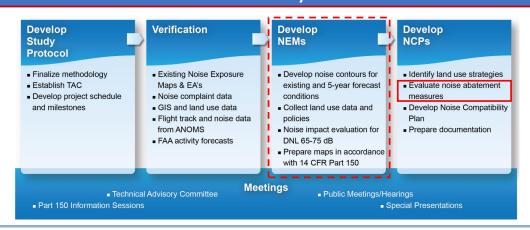
Approximate Dates	2019 NEM Milestone
December 2017	Submit Port Authority aviation forecast to FAA for approval
March 2018	Complete noise model input development, obtain FAA approval if required
April 2018	Generate draft noise exposure contours for existing (2019) and forecast (2024) conditions
May 2018	Determine noise compatibility results within the existing and forecast conditions contours
July 2018	Provide draft 2019 EWR NEM (and NCP) document to FAA for review
September 2018	Provide draft 2019 EWR NEM (and NCP) document to public for review
September 2018	Present the draft 2019 EWR NEM (and NCP) at the public workshop
January 2019	Submit the 2019 EWR NEM to the FAA for acceptance

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Generalized Part 150 Study Process

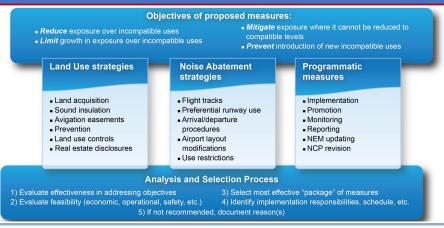


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Noise Compatibility Program Development Process





Noise Compatibility Program Development Process

Step 1: Identify Incompatible Land Uses **Existing conditions Noise Exposure Map** Forecast conditions Noise Exposure Map

Step 2: Consider Noise Abatement Strategies Reduce exposure over incompatible uses <u>Limit</u> growth in exposure over incompatible uses

Step 3: Consider Land Use Strategies Mitigate residual incompatible uses **<u>Prevent</u>** introduction of new incompatible uses

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Analysis and Selection Process Applied in Steps 2 - 4

- Evaluate effectiveness of each measure in addressing *objectives*
- safety, economic, etc.
- · Select preferred "package" of measures
- Identify implementation schedule, responsibilities, budget, funding sources, etc.
- · If not recommended, document

hmmh

EWR Part 150 Study | TAC Meeting #12

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FAA Evaluation Criteria for Noise Abatement

- Benefits to DNL 65
 - Under 14 CFR Part 150, the FAA can approve only those noise abatement strategies that reduce noise to incompatible land uses within the DNL 65
- Effects on capacity, delay and air traffic control procedures
- Consistency with FAA safety and other standards
- Other environmental effects
 - Environmental review may be required to implement noise abatement strategies
- Operational effects and costs (financial feasibility)
- Consistency with policies adopted by airport proprietor (Port Authority)

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EWR Part 150 Study | TAC Meeting #12

THE PORT AUTHORITY OF NY& NJ

Noise Modeling Results

- Noise modeling results of proposed noise abatement procedures
 - Recommendations are from TAC members and public comments received during the public comment periods on the Draft and Revised Draft NEM document
- Preliminary noise abatement analysis will use the 2021 noise exposure contours included in the 2016 Revised Draft NEM as the baseline
- Final noise abatement analysis will use the 2024 noise exposure contours for the draft NCP documentation
- All procedures are hypothetical and not reviewed/approved by the FAA or airlines for ability to implement (fly) at EWR



Noise Modeling Results – RNAV Departure Analysis

- Three hypothetical example RNAV departure tracks were created to model potential effectiveness of reducing the aircraft noise impact
 - 100% of departures from Runway 4R/22L and 4L/22R utilize tracks shown for each alternative on following pages
- TAC and Public Comments addressed
 - Examine south flow departure routes
 - Use flight tracks over compatible land use (where possible)
 - Use RNAV departure flight paths to reduce noise footprint
 - Turn departing aircraft east upon departure for Runway 4
 - Turn departing aircraft east upon departure for Runway 22

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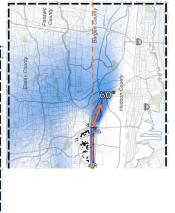
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Noise Modeling Results – RNAV Departure Analysis

• For reference: current departure flight paths



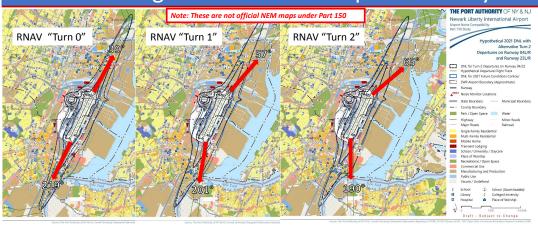


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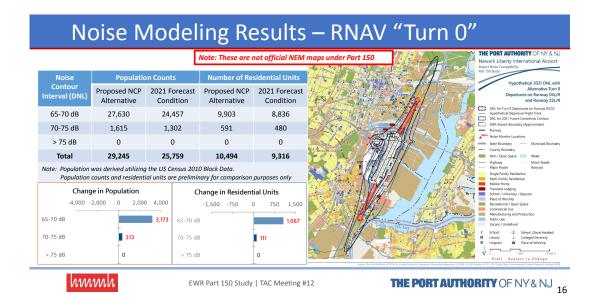
Noise Modeling Results – RNAV Departure Analysis



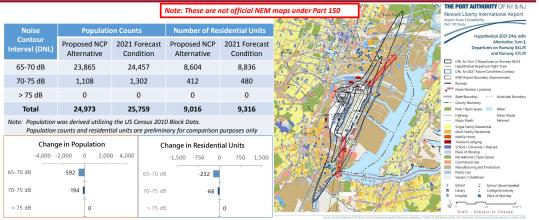
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Noise Modeling Results - RNAV "Turn 1"

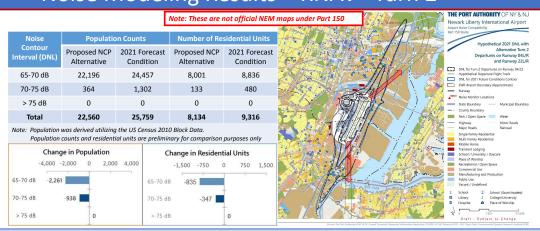


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Noise Modeling Results - RNAV "Turn 2"



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Noise Modeling Results – Multiple RNAV Departure Paths

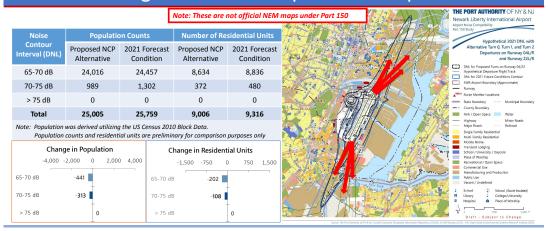
- Three hypothetical example RNAV departure tracks were created to model potential effectiveness of reducing the aircraft noise impact
 - 25% of departures from Runway 4L/22R and 4R/22L utilize track "Turn 0"
 - 50% of departures from Runway 4L/22R and 4R/22L utilize track "Turn 1"
 - 25% of departures from Runway 4L/22R and 4R/22L utilize track "Turn 2"
- TAC and Public Comments addressed
 - Disperse (spread out) the aircraft operations/routes
 - Examine south flow departure routes
 - Use RNAV departure flight paths to reduce noise footprint

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Noise Modeling Results - Multiple RNAV Departure Paths

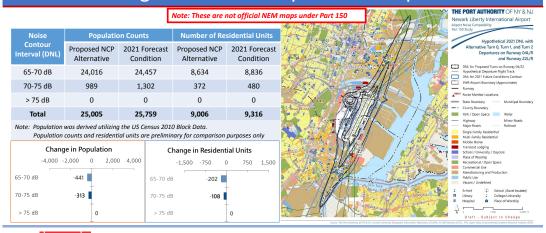


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Noise Modeling Results - Multiple RNAV Departure Paths



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Noise Modeling Results – Straight Out Departures

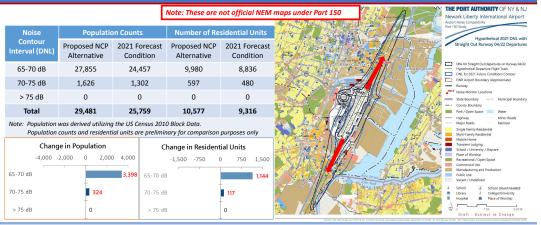
- A hypothetical example departure track was created straight out from runway end with no turn on each runway (4L, 4R, 22L, and 22R)
- TAC and Public Comments addressed
 - Determine whether the northbound departures turn toward Jersey City have a benefit to people inside DNL 65
 - Examine south flow departure routes
 - Use RNAV departure flight paths to reduce noise footprint

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Noise Modeling Results - Straight Out Departures

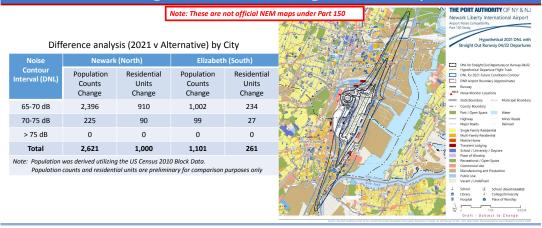


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Noise Modeling Results - Straight Out Departures





Noise Modeling Results - Turnpike RNAV Departure

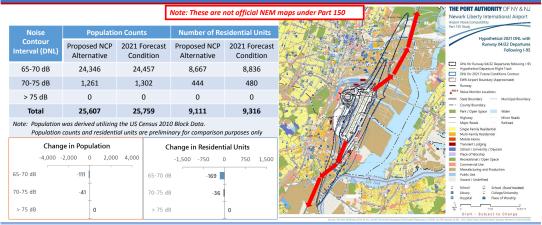
- Created departure flight tracks for Runways 4L/22R and 4R/22L that follow the turnpike and water
 - 100% of departures from Runways 4L/22R and 4R/22L utilize track
- TAC and Public Comments addressed
 - Keep/fly aircraft over toll road (NJ TPK/I95) and water ways
 - Examine south flow departure routes
 - Use flight tracks over compatible land use (where possible)
 - Use RNAV departure flight paths to reduce noise footprint

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Noise Modeling Results - Turnpike RNAV Departure



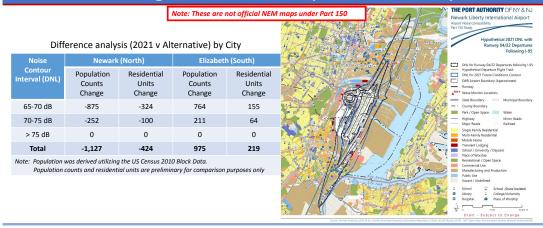
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Noise Modeling Results - Turnpike RNAV Departure





Noise Modeling Results - Departure Heading Angle

- Shifted hypothetical departure flight tracks for Runway 22L and 22R that follow different departure headings
 - 190**+10** degrees
 - 190+5 degrees
 - 190-5 degrees
 - 190-10 degrees
- TAC and Public Comments addressed
 - Examine south flow departure routes
 - Test headings other than 190 for noise abatement purposes

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Noise Modeling Results - Departure Heading Angle

Difference Analysis (2021 v Alternative) Decreased Turn Angle from Runway Heading

Noise Contour Interval (DNL)	190 Head	ding +10°	190 Heading +5°			
	Population Counts Change	Residential Units Change	Population Counts Change	Residential Units Change		
65-70 dB	39	14	109	40		
70-75 dB	635	214	401	138		
> 75 dB	0	0	0	0		
Total	674	228	510	178		
Note: Population was derived utilizing the US Census 2010 Block Data. Population counts and residential units are preliminary for comparison purposes only						

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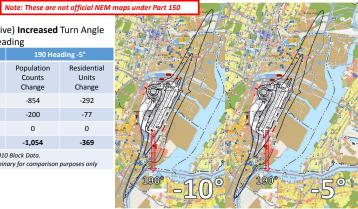
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Noise Modeling Results - Departure Heading Angle

Difference Analysis (2021 v Alternative) Increased Turn Angle

	from Runway Heading							
Noise	190 Hea	ding -10°	190 Heading -5°					
Contour Interval (DNL)	Population Counts Change	Residential Units Change	Population Counts Change	Residential Units Change				
65-70 dB	-3,136	-975	-854	-292				
70-75 dB	-200	-77	-200	-77				
> 75 dB	0	0	0	0				
Total	-3,336	-1,052	-1,054	-369				
Note: Population	was derived utilizing	the US Census 2010	O Block Data.					

Population counts and residential units are preliminary for comparison purposes only





Noise Modeling Results – Use NADPs

- TAC and Public Comments addressed
 - Use FAA-prescribed noise abatement departure procedures (NADP)
 - Model alternate departure procedures
 - Model ICAO-B NADP

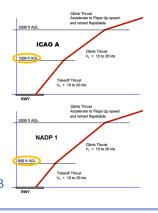
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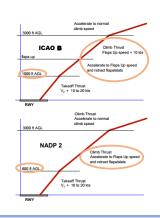
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Noise Modeling Results - Use NADPs

- ICAO A and B are predescribed departure procedures
- Modeled NADP 1 and NADP 2 using slightly modified ICAO A and B **INM** profiles
- Applied to EWR commercial jets in INM equipped with default ICAO A (7%) and ICAO B (43%) profiles



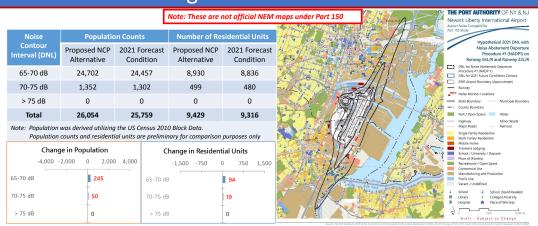


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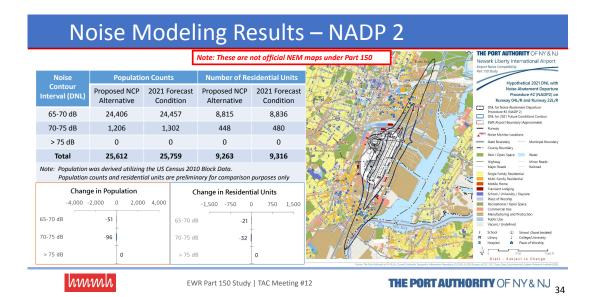
Noise Modeling Results - NADP 1



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Noise Modeling Results – Full Runway Departures

- Intersections departures on Runways 22L and 22R were removed from the modeling scenario and all aircraft (24 hours) departed from the end of each runway
- TAC and Public Comments addressed
 - Utilize full runway length (Runways 22L and 22R) at night
 - · Utilize full runway length

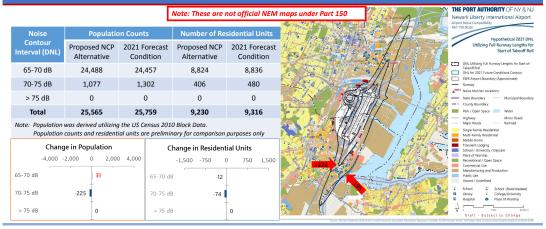
Note: Procedures are conceptual and have not been evaluated for fly ability

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Noise Modeling Results - Full Runway Departures (24 hrs

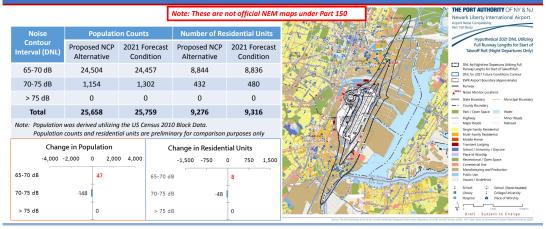


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Noise Modeling Results – 22L Offset Approach

- Created hypothetical visual offset approach to Runway 22L
- Intended as a nighttime procedure to avoid the Ironbound area
- Modeled 75% of nighttime arrivals on the Runway 22L visual offset approach
 - Aircraft aligned with runway centerline 0.75 nautical miles out from touch down
- TAC and Public Comments addressed
 - Use flight tracks over compatible land use (where possible)

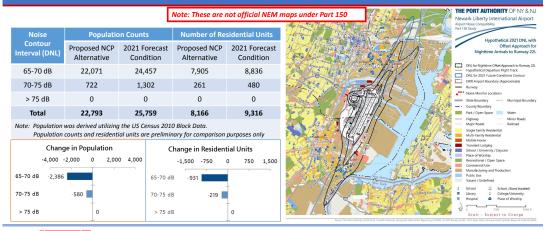
Note: Procedures are conceptual and have not been evaluated for fly ability

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Noise Modeling Results – Runway 22L Offset Approach (75% nighttime)



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Noise Modeling Results - Nighttime Preferential Runway Use

- Nighttime arrivals have been shown to be the largest contributor to the noise exposure contours
- Moving arrivals to Runway 29 provides the greatest opportunity for nighttime noise abatement
- It is not clear how often Runway 29 procedures can be used at night
- We modeled all nighttime arrivals on Runway 29 for aircraft that do not need a longer runway to land as a sensitivity test
 - Used the established Runway 29 arrival procedures from the flight track data
 - Noticed more Runway 29 arrivals during runway closure in 2014
 - 42% of all arrivals occurred on Runway 29 during the runway closure
- TAC and Public Comments addressed
 - Not applicable analyzed as required under Part 150

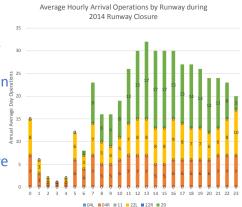
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Noise Modeling Results - Nighttime Preferential Runway Use

- Graph shows Average runway use during the closure of Runway 4L/22R in 2014
- Runway 29 was used for arrivals when more than 10-15 per hour occurred
- Runway 29 arrivals occurred during early morning and late night hours
- Runway 29 arrivals at night may prove beneficial as a noise abatement measure

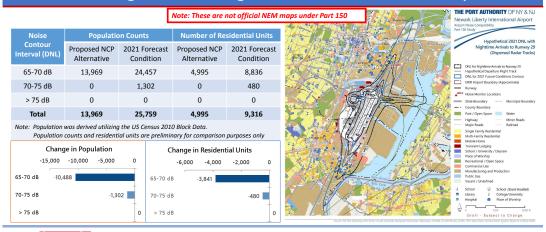


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Noise Modeling Results - Nighttime Preferential Runway Use



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Newark Liberty International Airport Noise Compatibility Program

Green highlight is net reduction Red highlight is net increase

Category00	65 – 70 DNL 70+ DNL Scenario		То	tal	Dwelling Unit Change re Baseline Population Ch			on Change re	Baseline				
categoryoo		Units	Pop'n	Units	Pop'n	Units	Pop'n	65-70	70+	Total	65-70	70+	Total
Baseline	2021 Baseline Operations	8,836	24,457	480	1,302	9,316	25,759	-	-	-	-	-	-
	RNAV Departure Turn 0	9,903	27,630	591	1,615	10,494	29,245	1,067	111	1,178	3,173	313	3,486
	RNAV Departure Turn 1	8,604	23,865	412	1,108	9,016	24,973	-232	-68	-300	-592	-194	-786
	RNAV Departure Turn 2	8,001	22,196	133	364	8,134	22,560	-835	-347	-1,182	-2,261	-938	-3,199
Flight Tracks	Multiple RNAV Departures	8,634	24,016	372	989	9,006	25,005	-202	-108	-310	-441	-313	-754
Flight Tracks	Straight Out Departure	9,980	27,855	597	1,626	10,577	29,481	1,144	117	1,261	3,398	324	3,722
	Turnpike RNAV Departure	8,667	24,346	444	1,261	9,111	25,607	-169	-36	-205	-111	-41	-152
	Departure Heading Angle*	-	-	-	-	-	-	-975	-77	-1,052	-3,136	-200	-3,336
	Runway 22L Offset Approach	7,905	22,071	261	722	8,166	22,793	-931	-219	-1,150	-2,386	-580	-2,966
	NADP 1	8,930	24,702	499	1,352	9,429	26,054	94	19	113	245	50	295
Departure Procedures	NADP 2	8,815	24,406	448	1,206	9,263	25,612	-21	-32	-53	-51	-96	-147
	Full Runway Departures (night)	8,824	24,488	406	1,077	9,230	25,565	8	-48	-40	47	-148	-101
,	Nighttime Preferential Runway Use	4,995	13,969	0	0	4,995	13,969	-3,841	-480	-4,321	-10,488	-1,302	-11,790
	n are best case of the four alternation abatement procedures must			proved by	the FAA j	for safety	and effici	ency befor	re any pro	posed pro	cedure ca	ın be impl	emented

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Noise Abatement Measures Not Modeled

Measure	Reason for not modeling
Northbound departures turn over Hudson County Park	Park is outside the DNL 65
Improve descent profiles	Benefit understood to be outside the DNL 65
Change timing of arrivals using procedures	Airlines determine their schedules
Operate simultaneous arrivals and departures	No affect to the DNL 65 or greater contours
Construct third parallel runway east of Runway 4R/22L	Not feasible at this time
Use end-around taxiways to reduce taxi wait times	Ground noise does not affect DNL 65 or greater contours
Construct noise berms or screens	Ground noise does not affect DNL 65 or greater contours
Control the number/types of aircraft	Requires Part 161 after exploration of all other measures
Discourage traffic increases	Requires Part 161 after exploration of all other measures
Lift restricted airspace over the ocean	Well beyond the DNL 65 – no affect to DNL 65 or greater
Require use of derated thrust on departure	Beyond ability of the INM to accurately model

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NCP Document Outline

Familiar Items from the NEM Document: Introductory Materials, Appendices and Glossary



■ Introduction

- Project Location & Airport Setting
- Part 150 Overview
- ✓ Roles & Responsibilities
- New Items: Accepted 2019 and 2024 NEMs

Appendices

Appendices will be included with the document similar to the NEM; an outline coinciding with the document is under development

STAKEHOLDER ENGAGEMENT

- TAC Meetings and Local Land Use Coordination
- Public Workshops, and Other Opportunity for Public Comment and Input
- Newsletters, Newspaper Articles, and the Webpage
- New Items: Public Hearing on the NCP

Glossary

The glossary will appear at the end of the document



NCP Document Outline

Chapters 2 through 5 – New NCP Materials



- The Chapters will be labeled as shown on the left.
- Chapters 2 through 4 will follow the same general structure of:
 - Existing Measures
 - Recommended Measures
 - Measures Considered but not Recommended
 - Summary of Recommended Measures
- Chapter 5 will summarize:
 - Responsible Parties, Cost, and Implementation

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Next Steps

- Step 1: Identify Incompatible Land Uses
- **Existing conditions Noise Exposure Map** Forecast conditions Noise Exposure Map

Step 2: Consider Noise Abatement Strategies Reduce exposure over incompatible uses <u>Limit</u> growth in exposure over incompatible uses

Step 3: Consider Land Use Strategies Mitigate residual incompatible uses **Prevent** introduction of new incompatible uses

> **Step 4: Consider Programmatic Strategies** Implement and promote measures <u>Monitor</u> and <u>report</u> on effectiveness <u>Update</u> NEMs and <u>revise</u> NCP as appropriate

Analysis and Selection Process Applied in Steps 2 - 4

- measure in addressing objectives
- Evaluate feasibility (operational, safety, economic, etc.)
- Select preferred "package" of
- Identify implementation schedule, responsibilities, budget, funding sources, etc.
- If not recommended, document reasons

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TAC Member Discussion

Newark Liberty International Airport Noise Compatibility Program

• Any recommendations by the TAC are to be provided to the Port Authority by close of business November 30, 2017



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TAC Members							
Name	Affiliation	Name	Affiliation	Name	Affiliation		
Philip Santos	FedEx (Cargo)	Yasmin Fisher	Greater Elizabeth Chamber of Commerce	James Shipp	Staten Island		
George Hodgson	Southwest Airlines	Joe Lepis	Newark Airport Community Roundtable	Bruce Bergen	Union County		
Rich Teilborg	Southwest Airlines	Ricky Ahmed	Newark International Carriers (NICC)	Al Faella	Union County		
Harel Margaritz	United Airlines	Chip Hallock	Newark Regional Business Partnership (NRBP)	Barry Geller	Union County		
Glenn Morse	United Airlines	Barbara Kauffman	Newark Regional Business Partnership (NRBP)	Kamal Selah	Union County		
Andrew Brooks	FAA, Eastern Region	Robert Belzer	New Jersey Citizens Against Aircraft Noise	Phyllis Reich	City of Elizabeth		
Lindsay Butler	FAA, Great Lakes ADO	Norman Dotti	New Jersey State Noise Control Council	Eduardo Rodriguez	City of Elizabeth		
Zack DeLaune	FAA, NY-ADO	Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee	William Holzapfel	City of Elizabeth		
Suki Gill	FAA, NY-ADO	Steve Brown	National Business Aviation Association (NBAA)	McKinley Mertz	Town of Harrison		
Steven Kapsalis	FAA, Air Traffic Organization	Eric Richardson	Fixed Base Operator (Signature Flight Support)	Byron Nicholas	Hudson County		
Kimberly Clarke	FAA TRACON	Jerome Feder	Union County Air Traffic Noise Advisory Board	Paul Ricci	City of Linden		
Jim Hayden	FAA TRACON	Bill Huisman	Aviation Development Council (ADC)	Arie Hoogendorn	City of Newark		
Steve McClain	FAA TRACON	Gabriel Andino	AvPORTS/TEB Staff	Alturrick Kenney	City of Newark		
Robert Gibney	FAA, Airport Traffic Control Tower	Dave Swanson	FAA, Flight Standards District Office (FSDO)	David Antonio	Essex County		
Russell Halleran	FAA, Airport Traffic Control Tower	Tom Malone	FAA, Flight Standards District Office (FSDO)				

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TAC Projected Meeting Schedule

Anticipated Date	Meeting	Anticipated Topics
September 24, 2015	TAC 1 – Completed	Introduction to Part 150, TAC process, etc.
October 14, 2015	Public Information Meeting 1	Introduction to Part 150 and EWR study process
November 13, 2015	TAC 2 – Completed	Overview of noise and modeling process and inputs
January 27, 2016	TAC 3 – Completed	Present and discuss model input development
March 31, 2016	TAC 4 – Completed	Present model inputs & forecast
May 25, 2016	TAC 5 – Completed	Present modelling status, land use, noise and land use compatibility and introduce NCP process
July 27, 2016	TAC 6 – Completed	Present aircraft noise exposure contours and land use compatibility
September 21, 2016	TAC 7 – Completed	Present and Discuss the draft NEM document
October 27, 2016	Public Information Meeting 2	Present draft NEM
November 16, 2016	TAC 8 – Completed	Discuss abatement and mitigation process/measures



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TAC Projected Meeting Schedule – continued

Anticipated Date	Meeting	Anticipated Topics
January 26, 2017	TAC 9 – <i>Completed</i>	Present first-round abatement alt. analysis
March 30, 2017	TAC 10 – Completed	Present second-round abatement alt. analysis
May 22, 2017	TAC 11 – Completed	Present first-round compatible land use alternatives
November 8, 2017	TAC 12 – Today	Present third-round abatement alt. analysis
Jan/Feb 2018	TAC 13 – Next Meeting	Recommend abatement and compatibility measures
April 2018	TAC 14	Discuss NCP monitoring and implementation
July 2018	TAC 15	Review NCP recommendations and discuss Draft NCP
September 2018	Public Information Meeting 3	Present Draft NCP Recommendations and Draft NEM
September 2018	Public Hearing on NCP	Present proposed NCP
December 2019	TAC 16	Present the FAA Record of Approval on NCP measures

Two TAC meetings are held in reserve for unanticipated needs



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Next EWR Part 150 TAC Meeting

- January/February 2018 TBD
 - Present preliminary list of NCP measures for possible Port Authority recommendation
 - Noise abatement measures
 - Land use strategies
 - Describe program management measures

Thanks for attending!





Newark Liberty International Airport

14 CFR Part 150 Noise Compatibility Study Technical Advisory Committee Meeting #13 July 19, 2018

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TA	TAC Members							
Name	Affiliation	Name	Affiliation	Name	Affiliation			
Philip Santos	FedEx (Cargo)	Joe Lepis	Newark Airport Community Roundtable	James Shipp	Staten Island			
George Hodgson	Southwest Airlines	Chip Hallock	Newark Regional Business Partnership (NRBP)	Bruce Bergen	Union County			
Rich Teilborg	Southwest Airlines	Barbara Kauffman	Newark Regional Business Partnership (NRBP)	Al Faella	Union County			
Harel Margaritz	United Airlines	Robert Belzer	New Jersey Citizens Against Aircraft Noise (NJCAAN)	Barry Geller	Union County			
Glenn Morse	United Airlines	Michael Kroposki	NJCAAN	Kamal Selah	Union County			
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Kimberly Clarke	FAA TRACON	Bill Huisman	Aviation Development Council (ADC)	Paul Ricci	City of Linden			
Jim Hayden	FAA TRACON	Gabriel Andino	AvPORTS/TEB Staff	Arie Hoogendorn	City of Newark			
Steve McClain	FAA TRACON	Dave Swanson	FAA, Flight Standards District Office (FSDO)	Alturrick Kenney	City of Newark			
Robert Gibney	FAA, Airport Traffic Control Tower	Tom Malone	FAA, Flight Standards District Office (FSDO)	David Antonio	Essex County			
Yasmin Fisher	Greater Elizabeth Chamber of Commerce	Igor Gorodetski	Staten Island	Robert Smith	Town of Kearny			

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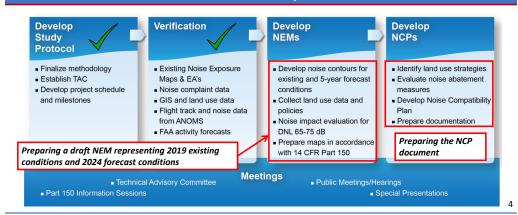
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Meeting Agenda

- Welcome and introductions
- Part 150 process status review
- 2019 & 2024 Noise Exposure Map (NEM) development and schedule
 NEM Public Workshop Date & Location
- Noise Compatibility Program (NCP) development process review
- NCP progress update
- Next steps
- TAC member discussion
- Project Schedule review
- Public comment

3

Generalized Part 150 Study Process



Noise Modeling Inputs - 2019/2024

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Airport layout

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- March 1, 2018 Airport Layout Plan (FAA)
- Essentially the same as depicted on the draft 2016/2021 NEM
- Annual average meteorological data
 - The National Climatic Data Center's Newark Station data was obtained for modeling inputs.

* 2015 data used for the 2016/2021 draft NEM and 2017 data used for the 2019/2024 draft NEM: Temperature - 2016/2021 NEM: 54.3°F 2019/2024 NEM: 56.6°F Pressure - 2016/2021 NEM: 30.03 (in Hg) 2019/2024 NEM: 30.02 (in Hg) Relative humidity - 2016/2021 NEM: 61.3% 2019/2024 NEM: 62.6% Head wind speed - 2016/2021 NEM: 8 knots 2019/2024 NEM: 8 knots

- Terrain
 - United States Geological Survey National Elevation Dataset
 - Same as 2016/2021 NEM

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5

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Noise Modeling Inputs – 2019/2024 (cont.)

- Forecasted aircraft operations and fleet mix for 2019 and 2024
 - Utilized a recent 12 months of data available
 - October 1, 2016 through September 30, 2017
 - Forecast assumptions include data and input from the FAA, Port Authority and third party data sources (i.e. Boeing Current Market Outlook 2017-2036, Airbus aircraft order and delivery data, etc.)
 - Forecast is reflective of how EWR is operating under current conditions
 - FAA approved the 2019 NEM forecasts on May 1, 2018

2019 NEM	FAA Approved NEM Forecast	FAA Terminal Area Forecast (2017)	Percent Difference (NEM - TAF)
Existing Year 2019	457,461	456,463	0.2%
Forecast year 2024	472,205	485,067	-2.7%

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Noise Modeling Inputs - 2019/2024 (cont.)

• Comparison of 2016/2021 forecasts and 2019/2024 forecasts

2016/2021 NEM	FAA Approved Part 150 NEM Forecast	FAA TAF Forecast (2014)	Pct. Difference (Forecast-TAF)
Forecast 2016	417,010	419,295	-0.5%
Forecast 2021	420,749	455,898	-7.7%
2019/2024 NEM	FAA Approved Part 150 NEM Forecast	FAA TAF Forecast (2017)	Pct. Difference (Forecast-TAF)
2019/2024 NEM Forecast 2019		FAA TAF Forecast (2017) 456,463	

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Noise Modeling Inputs - 2019/2024 (cont.)

- Differences between the FAA TAF and the approved NEM forecast:
 - The TAF has an unconstrained forecasted growth rate for air carrier operations that is slightly more aggressive than historical trends
 - The approved forecast applied a 1.8 percent annual aircraft gauge (size) growth rate and a target load factor of 82.5 percent to derive the forecast of aircraft operations from the TAF forecast of enplaned passengers
 - After the FAA replaced Level III slot restrictions with Level II Demand Management, a constrained aircraft operations environment still exists at EWR
 - The approved forecast assumes that rising passenger demand will be accommodated by upgauging of the aircraft fleet at EWR
 - This constraint accommodation is the major driver for the operations difference between the approved NEM forecast and TAF

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Noise Modeling Inputs - 2019/2024 (cont.)

Aircraft Substitutions

Represented Aircraft Models	FAA Approved INM Substitution	Represented Aircraft Models	FAA Approved INM Substitution
Airbus A330-201/PW Engines (jet)	A330-343	Boeing 787-9 (jet)	7878R
Airbus A330-201/GE Engines (jet)	A330-301	Airbus A320neo (jet)	A320-232
Airbus A330-300/PW Engines (jet)	A330-301	Airbus A321neo (jet)	A321-232
*Airbus A319/CFM Engines (jet)	A319-131	Boeing 737 MAX 8 (jet)	737800
*Airbus A321-200/CFM Engines (jet)	A321-232	Boeing 737 MAX 9 (jet)	737800
Airbus A330-900neo (jet)	A330-343	*Boeing 737 MAX 10 (jet)	737800
Airbus A350-941 (jet)	A330-343	*Bombardier CS100 (jet)	737700
*Boeing 777-200/PW Engines (jet)	777200	*Bombardier SC300 (jet)	737700
*Boeing 777-200/RR Engines (jet)	777200	*Mitsubishi Regional Jet 90 (jet)	EMB170
*Boeing 767-300/GE Engines (jet)	767300	Bombardier Q400 (turbo prop)	DCH830
*Aircraft types added to the 2019/2024 N	EM substitutions list		

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Noise Modeling Inputs - 2019/2024 (cont.)

• User Defined Profiles

Aircraft Modeling Group	INM Aircraft Type	Aircraft Modeling Group	INM Aircraft Type
International Jets	737800	Domestic Jets	EMB170
*International Jets	757RR	Domestic Jets	A319-131
International Jets	737700	Domestic Non-Jets	DHC8
Domestic Jets	EMB145	Cargo Jets	MD11GE
*Domestic Jets	EMB175	Cargo Non-Jets/International Non-Jets	CNA208
Domestic Jets	A320-232	General Aviation Helicopters	B430

^{*}Aircraft types added to the 2019/2024 NEM user defined profile list

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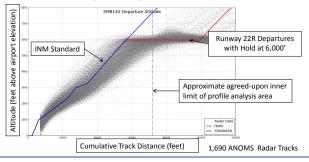
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Noise Modeling Inputs – 2019/2024 (cont.)

- User Defined Profiles
 - Example: Embraer 145 Runway 22R Departure with hold-down at 6,000 feet



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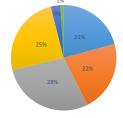
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Noise Modeling Inputs - 2019/2024 (cont.)

- Runway utilization rates are based on a recent 12 months of actual runway use
 - October 1, 2016 through September 30, 2017
- Differences in runway utilization rates are based on:
 - Weather
 - Runway maintenance activities
 - Air Traffic Control needs

Note: runway utilization rates were not affected by the change from Level 3 slot control to Level 2 scheduled facilitated

2019 and 2024 Runway Utilization Rates



■4R ■4L ■22R ■22L ■29 ■11

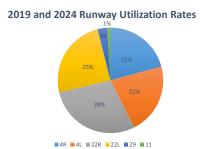
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Noise Modeling Inputs – 2019/2024 (cont.)

• Comparison of 2016/2021 Runway Utilization to 2019/2024





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Noise Modeling Inputs – 2019/2024 (cont.)

- Flight track geometry and utilization included the addition of the GPS-X arrival procedure to Runway 29
- Used 12 months of radar data to review flight tracks (October 1, 2016 through September 30, 2017)
- FAA published GPS-X procedure August 20, 2015





 Maintenance run-up locations and number of operations are based on Port Authority logs from 2016 and 2017 to model the annual average

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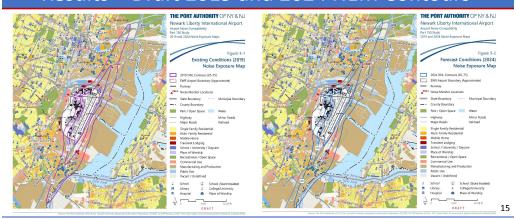
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Results - Draft 2019 and 2024 NEM Contours

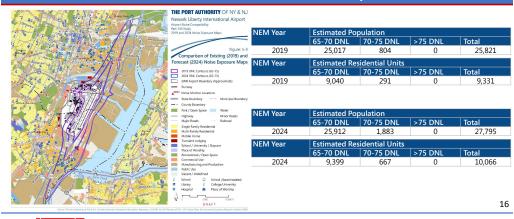


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2019 to 2024 NEM Contours Comparison



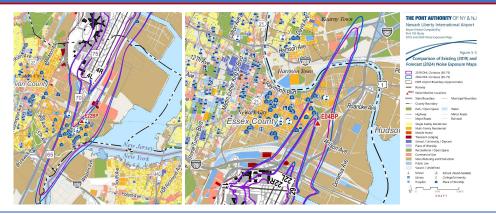
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2019 and 2024 NEM Contours Comparison



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2019 Noise Exposure Map Schedule

- Port Authority review of draft 2019 NEM document completed
- FAA initial review of draft 2019 NEM document soon
- Provide the draft 2019 NEM document for public review in September 2018
 - Same locations as with the previous draft NEM documents
 - Airport Building One Port Authority Administrative Offices, 1 Conrad Rd, Newark
 - The Newark Public Library, 5 Washington Street, Newark
 - Elizabeth Public Library, 11 South Broad Street, Elizabeth
 - http://panynjpart150.com/EWR
- Hold public workshops for community involvement in September
 - September 25, 2018 at Union County College in Elizabeth 6-9 PM
 - September 26, 2018 at Weequahic Park Sports Authority Community Center in Newark 6-9 PM
- Submit to FAA for acceptance in January 2019

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Noise Compatibility Program Development Process Objectives of proposed measures: Mitigate exposure where it cannot be reduced to compatible levels Prevent introduction of new incompatible uses Land Use strategies **Noise Abatement Programmatic** strategies ■ Land acquisition ■ Flight tracks ■ Implementation ■ Sound insulation ■ Preferential runway use ■ Promotion Arrival/departure Monitoring Avigation easements ■ Prevention procedures Reporting ■ Land use controls Airport lavout NFM undating ■ Real estate disclosures modifications ■ NCP revision

 Use restrictions **Analysis and Selection Process**

1) Evaluate effectiveness in addressing objectives

2) Evaluate feasibility (economic, operational, safety, etc.) 4) Identify implements 5) If not recommended, document reason(s)

Select most effective "package" of measures
 Holdentify implementation responsibilities, schedule, etc.

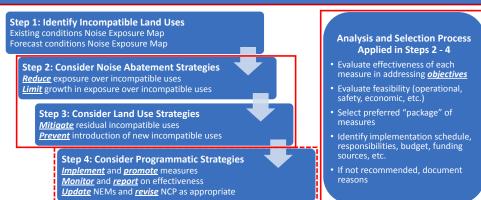
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Noise Compatibility Program Development Process



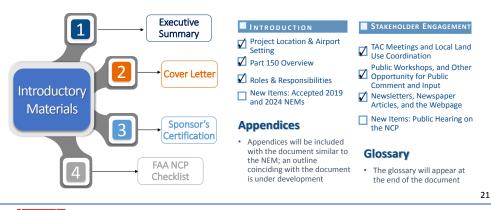
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Progress Update on NCP Report Development





Progress Update on NCP Report Development



- The Chapters will be labeled as shown on the left.
- Chapters 2 through 4 will follow the same general structure of:
 - Existing Measures
 - Recommended Measures
 - Measures Considered but not Recommended
 - Summary of Recommended Measures
- Chapter 5 will summarize:
 - Responsible Parties, Cost, and Implementation

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Noise Abatement Measures

Flight Tracks – Strategies analyzed that may be recommended

Proposed Strategy	Source of Suggestion	Comments
Design and Implement an Offset Approach Procedure to Runway 22L	Consultant	A Runway 22L offset approach procedure, dependent on the runway alignment distance from touchdown, would provide noise benefit to the Ironbound areas of Newark by relocating the arrival flight path over compatible land use.
Easterly Departure Headings for Runways 4L/22R and 4R/22L	TAC	Turning departing aircraft east would provide noise benefit and reduce the number of people overflown to the areas of Newark and Elizabeth by placing aircraft over compatible land uses. LGA airspace is a limitation to how far east the FAA can turn aircraft to avoid airspace conflicts.
Design and Implement RNAV Departure Procedures	TAC/Public	RNAV departure procedures may be beneficial to reducing aircraft noise exposure and improving land use compatibility. The Port Authority supports the FAA developing and implementing NextGen RNAV aircraft procedures for operations at EVIK with coordination with Port Authority.
Follow highways	Public	Following highways after departure would reduce the number of people overflown and provide relief to communities to the west of the airport and runway centerline. However no benefit inside the DNL 65.

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Noise Abatement Measures

Flight Tracks - Strategies analyzed that may be recommended

Proposed Strategy Source of Suggestion					
Turn Northbound Departures over West Hudson Park after Departing Runways 04L or 04R	Public	Placing all aircraft that fly this particular procedure "over the Park" would shift a broad flight corridor slightly resulting in increased noise exposure to those properties underlying that particular path (areas to the north and south of the Park). The Park is outside the 65 DNL.			



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Noise Abatement Measures

Preferential Runway Use – Strategies analyzed that may be recommended

	Source of Suggestion	Comments
Implement a Nighttime Preferential Runway Use Program	Consultant	Directing aircraft nighttime arrivals to Runway 29 and/or Runway 22L with an offset approach would provide a benefit to Elizabeth and the Ironbound area of Newark.

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Noise Abatement Measures

Preferential Runway Use – Strategies analyzed that may not be recommended

Proposed Strategy	Source of Suggestion	Comments
Develop and Implement a Rotational Runway Use Program & Alternate departure procedure/south arrivals	TAC	This measure would not result in a change to annual average DNL at EWR since average runway use would remain the same.
Implement Aircraft Arrival Sequencing Program	TAC	Reduced delays, from a sequencing program, would affect the 65 DNL contour only for those few delays from the 9 pm hour to the 10 p.m. hour. The Port Authority will continue to find means of reducing delays outside of the Part 150 process.
Implement Procedures to Simultaneous Arrive/Depart the Parallel Runways	TAC	Simultaneous arrival/departure procedures would likely result in more use of the inboard Runway 44/22R, which would increase incompatible land uses within the 65 DNL contour since moving operations from the inboard to the outboard runway have shown to reduce incompatible land uses.

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Noise Abatement Measures

Arrival/Departure Procedures – Strategies analyzed that may be recommended

Proposed Strategy	Source of Suggestion	Comments
Design and Implement RNAV Departure Procedures	TAC/Public	RNAV departure procedures may be beneficial to reducing aircraft noise exposure and improving land use compatibility. The Port Authority supports the FAA developing and implementing NextGen RNAV aircraft procedures for operations at EWR with coordination with Port Authority.
Eliminate Intersection Departures at Night on Runways 22L and 22R	TAC	The elimination of intersection departures on Runways 22L and 22R at night, when traffic volumes are lighter and crossing active runways would be more permissible. This strategy would avoid overflights of the populated community in Elizabeth at night by allowing aircraft to begin their turns to the easterly heading sooner.
Encourage the Use of FAA-prescribed Distant Noise Abatement Departure Profile	TAC	Use of the NADP 2 (ICAO B) departure procedure at EWR provides a benefit. This procedure is generally preferred by aircraft operators because it helps with fuel savings and noise due to reduced thrust, which provides a win-win scenario for the aircraft operators and the communities near EWR.

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Noise Abatement Measures

Arrival/Departure Procedures - Strategies analyzed that may not be recommended

Proposed Strategy	Source of Suggestion	Comments
Encourage Use of De-rated Takeoff Procedures with Unlimited Climb	TAC	It is currently difficult to determine the effect of aircraft departing EWR with de-rated thrust. Recent studies show the noise contours extend in length and narrow in width with such procedures.
Implement Improved Descent Profiles for Arriving Aircraft	TAC/Public	CDAs or OPDs provide benefit to areas beyond the EWR 65 DNL contour. Increasing the descent angle by 0.2 degrees would reduce DNL by about 0.5 dB, but would likely interfere with existing airspace, and potentially eliminating some aircraft form being able to operate at EWR.

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Noise Abatement Measures

Airport Layout Modifications - Strategies analyzed that may not be recommended

Proposed Strategy	Source of Suggestion	Comments
Increase Displaced Distance for Arrival Thresholds on Runways 04L/22R and 04R/22L	TAC	The full existing runway lengths on arrival with existing displaced thresholds for some aircraft is required for operational efficiency and safety by resulting in a shorter runway with an unnoticeable difference in noise levels in the community.
Add a Third Parallel Runway East of Runway 4R/22L	TAC	A third parallel runway at EWR is not anticipated at this time because of the land constraints around the airport. Major highways and/or waterways on most sides drastically constrains the ability to incorporate another runway.
Design, Install and Use End-Around Taxiways (to reduce taxi wait times)	TAC	Taxi wait times do not influence the DNL noise metrics.
Install Noise Barriers	TAC	At EWR, the 65 DNL and higher contours resulting from aircraft ground operations do not extend into areas of incompatible land uses. Therefore, installation of a barrier would provide no benefit to incompatible land uses within the 65 DNL at EWR.

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Noise Abatement Measures

Use Restrictions – Strategies analyzed that may not be recommended

Proposed Strategy	Source of Suggestion	Comments
Control the number/types of aircraft and discourage traffic increases	TAC/Public	This is a measure for consideration only if the NCP does not adequately address non-compatible land use through noise abatement, land use, and programmatic measures; and also requires completion of a 14 CFR Part 161 Study.
Remove Restricted Airspace over the Atlantic Ocean near New York/New Jersey	Public	Removing restricted airspace affects the flight paths beyond the east coastline and do not contribute to the aircraft noise exposure of 65 DNL and higher at EWR.

Noise Modeling Results - Departure Heading Angle

- Shifted hypothetical departure flight tracks for parallel runways that follow different departure headings toward the East
- TAC and Public Comments addressed
 - Examine south flow departure routes
 - Test headings other than 190 degree heading for noise abatement purposes
- Based on comments from TAC #12
 - Examine north flow departure routes
 - Test headings other than 60 degree heading for noise abatement purposes

Note: Procedures are conceptual and have not been evaluated for fly ability

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Noise Modeling Results - Departure Analysis

• For reference: current departure flight paths





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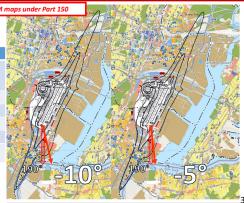
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Noise Modeling Results - Departure Heading Angle

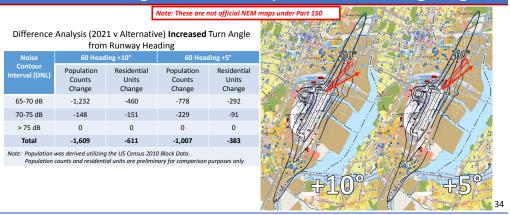
Difference Analysis (2021 v Alternative) Increased Turn Angle

Noise	190 Hea	ding -10°	190 Heading -5°			
Contour Interval (DNL)	Population Counts Change	Residential Units Change	Population Counts Change	Residential Units Change		
65-70 dB	-3,136	-975	-854	-292		
70-75 dB	-200	-77	-200	-77		
> 75 dB	0	0	0	0		
Total	-3,336	-1,052	-1,054	-369		
Note: Population was derived utilizing the US Census 2010 Block Data. Population counts and residential units are preliminary for comparison purposes only						





Noise Modeling Results - Departure Heading Angle



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Noise Modeling Results – Multiple RNAV Departure Paths

- Three hypothetical example RNAV departure tracks were created to model potential effectiveness of reducing the aircraft noise impact
- TAC and Public Comments addressed
 - Disperse (spread out) the aircraft operations/routes
 - Examine south flow departure routes
 - Use RNAV departure flight paths to reduce noise footprint
- Based on TAC #12 comments
 - Split the departure routes based on aircraft's destination based on the initial waypoint assignment

Note: Procedures are conceptual and have not been evaluated for fly ability

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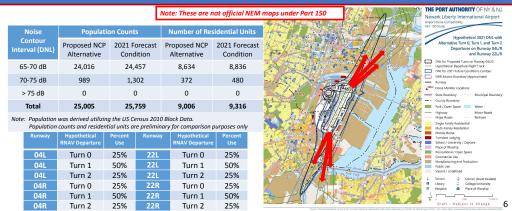
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Noise Modeling Results - Multiple RNAV Departure Paths



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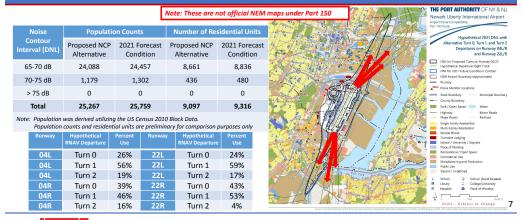
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Noise Modeling Results – Multiple RNAV Departure Paths



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Noise Modeling Results – 22L Offset Approach

- Created hypothetical visual offset approach to Runway 22L
- Intended as a nighttime procedure to avoid the Ironbound area
- Modeled 75% of nighttime arrivals on the Runway 22L visual offset approach
 - Aircraft aligned with runway centerline 0.75 nautical miles out from touch down
- TAC and Public Comments addressed
 - Use flight tracks over compatible land use (where possible)
- Based on TAC #12 comments
 - · Change alignment distance until no benefit is achieved

Note: Procedures are conceptual and have not been evaluated for fly ability

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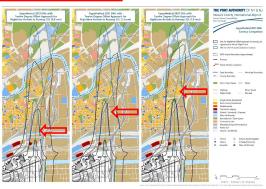
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Noise Modeling Results – 22L Offset Approach

Note: These are not official NEM maps under Part 150

Scenario (All changes are by unit or	Unit Cl Baselir	nange fr ie	om	Popula from B	tion Ch aseline	ange
population within the DNL contour interval notated)	65-70	70+	Total	65-70	70+	Total
Proposed Alternative at 0.8 nmi alignment	-362	-219	581	-981	-581	1,562
Proposed Alternative at 1.3 nmi alignment	-139	-173	312	-400	-446	846
Proposed Alternative at 1.8 nmi alignment	-76	-73	149	-195	-187	382
Proposed Alternative at 2.3 nmi alignment	-94	-70	164	-254	-179	433
Proposed Alternative at 2.8 nmi alignment	-89	-70	159	-244	-179	423
Proposed Alternative at 3.3 nmi alignment	-88	-70	158	-240	-180	420
Proposed Alternative at 3.8 nmi alignment	-88	-70	158	-240	-180	420



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Next Steps

- Noise Exposure Map
 - Finalize the Draft 2019 NEM for public review
 - Hold public workshops to present the results of the 2019 NEM
 - Submit the 2019 NEM to the FAA for acceptance
- Noise Compatibility Program
 - Assemble the NCP Document
 - Review Port Authority recommended NCP measures with the TAC
 - All NCP analyses will be based on the forecast 2024 contour
 - Finalize the Draft NCP for public review
 - Hold public hearing to present the Draft NCP
 - Submit the NCP to the FAA for acceptance and approval of the Port Authority recommended measures

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TAC Member Discussion

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TA	AC Members				
Name	Affiliation	Name	Affiliation	Name	Affiliation
Philip Santos	FedEx (Cargo)	Joe Lepis	Newark Airport Community Roundtable	James Shipp	Staten Island
George Hodgson	Southwest Airlines	Chip Hallock	Newark Regional Business Partnership (NRBP)	Bruce Bergen	Union County
Rich Teilborg	Southwest Airlines	Barbara Kauffman	Newark Regional Business Partnership (NRBP)	Al Faella	Union County
Harel Margaritz	United Airlines	Robert Belzer	New Jersey Citizens Against Aircraft Noise (NJCAAN)	Barry Geller	Union County
Glenn Morse	United Airlines	Michael Kroposki	NJCAAN	Kamal Selah	Union County
Andrew Brooks	FAA, Eastern Region	Norman Dotti	New Jersey State Noise Control Council	Phyllis Reich	City of Elizabeth
Lindsay Butler	FAA, Great Lakes ADO	Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee	Eduardo Rodriguez	City of Elizabeth
Zack DeLaune	FAA, NY-ADO	Steve Brown	National Business Aviation Association (NBAA)	William Holzapfel	City of Elizabeth
Suki Gill	FAA, NY-ADO	Eric Richardson	Fixed Base Operator (Signature Flight Support)	McKinley Mertz	Town of Harrison
Steven Kapsalis	FAA, Air Traffic Organization	Jerome Feder	Union County Air Traffic Noise Advisory Board	Kevin Force	Hudson County
Kimberly Clarke	FAA TRACON	Bill Huisman	Aviation Development Council (ADC)	Paul Ricci	City of Linden
Jim Hayden	FAA TRACON	Gabriel Andino	AvPORTS/TEB Staff	Arie Hoogendorn	City of Newark
Steve McClain	FAA TRACON	Dave Swanson	FAA, Flight Standards District Office (FSDO)	Alturrick Kenney	City of Newark
Robert Gibney	FAA, Airport Traffic Control Tower	Tom Malone	FAA, Flight Standards District Office (FSDO)	David Antonio	Essex County
Yasmin Fisher	Greater Elizabeth Chamber of Commerce	Igor Gorodetski	Staten Island	Robert Smith	Town of Kearny

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TAC Projected Meeting Schedule

Anticipated Date	Meeting	Anticipated Topics
September 24, 2015	TAC 1 – Completed	Introduction to Part 150, TAC process, etc.
October 14, 2015	Public Information Meeting 1	Introduction to Part 150 and EWR study process
November 13, 2015	TAC 2 – Completed	Overview of noise and modeling process and inputs
January 27, 2016	TAC 3 – Completed	Present and discuss model input development
March 31, 2016	TAC 4 – Completed	Present model inputs & forecast
May 25, 2016	TAC 5 – Completed	Present modelling status, land use, noise and land use compatibility and introduce NCP process
July 27, 2016	TAC 6 – Completed	Present aircraft noise exposure contours and land use compatibility
September 21, 2016	TAC 7 – Completed	Present and Discuss the draft NEM document
October 27, 2016	Public Information Meeting 2	Present draft NEM
November 16, 2016	TAC 8 – Completed	Discuss abatement and mitigation process/measures
January 26, 2017	TAC 9 – Completed	Present first-round abatement alt. analysis

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TAC Projected Meeting Schedule – continued

Anticipated Date	Meeting	Anticipated Topics
March 30, 2017	TAC 10 – Completed	Present second-round abatement alt. analysis
May 22, 2017	TAC 11 – Completed	Present first-round compatible land use alternatives
November 8, 2017	TAC 12 – Completed	Present third-round abatement alt. analysis
July 19, 2018	TAC 13 – <i>Today</i>	Present 2019 NEM and Progress Update on NCP
September 2018*	TAC 14 – Next Meeting	Noise Abatement Procedures and Program Management Measures
September 2018*	Public Information Meeting 3	Present Draft 2019 NEM
Feb 2019*	TAC 15	Discuss Land Use Measures, and Review NCP recommendations
July 2019*	TAC 16	Discuss Final Draft NCP and NCP implementation/monitoring
September 2019*	Public Workshop/Hearing	Present Final Draft NCP for Public Comment
December 2020*	TAC 17	Present the FAA Record of Approval on NCP measures

* Dates are tentative and subject to change

One TAC meeting currently held in reserve for unanticipated needs

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Next EWR Part 150 TAC Meeting

- To be determined
 - Present draft NCP measures for possible Port Authority recommendations

Thanks for attending!

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Newark Liberty International Airport

14 CFR Part 150 Noise Compatibility Study Technical Advisory Committee Meeting #14 October 24, 2019

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TA	TAC Members				
Name	Affiliation	Name	Affiliation	Name	Affiliation
Philip Santos	FedEx (Cargo)	Joe Lepis	Newark Airport Community Roundtable	James Shipp	Staten Island
George Hodgson	Southwest Airlines	Chip Hallock	Newark Regional Business Partnership (NRBP)	Bruce Bergen	Union County
Rich Teilborg	Southwest Airlines	Barbara Kauffman	Newark Regional Business Partnership (NRBP)	Al Faella	Union County
Harel Margaritz	United Airlines	Robert Belzer	New Jersey Citizens Against Aircraft Noise (NJCAAN)	Barry Geller	Union County
Glenn Morse	United Airlines	Michael Kroposki	NJCAAN	Kamal Selah	Union County
Andrew Brooks	FAA, Eastern Region	Norman Dotti	New Jersey State Noise Control Council	Phyllis Reich	City of Elizabeth
Lindsay Butler	FAA, Great Lakes ADO	Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee	Eduardo Rodriguez	City of Elizabeth
Zack DeLaune	FAA, NY-ADO	Steve Brown	National Business Aviation Association (NBAA)	William Holzapfel	City of Elizabeth
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Jim Hayden	FAA TRACON	Gabriel Andino	AvPORTS/TEB Staff	Arie Hoogendorn	City of Newark
Steve McClain	FAA TRACON	Dave Swanson	FAA, Flight Standards District Office (FSDO)	Alturrick Kenney	City of Newark
Robert Gibney	FAA, Airport Traffic Control Tower	Tom Malone	FAA, Flight Standards District Office (FSDO)	David Antonio	Essex County
Yasmin Fisher	Greater Elizabeth Chamber of Commerce	Igor Gorodetski	Staten Island	Robert Smith	Town of Kearny

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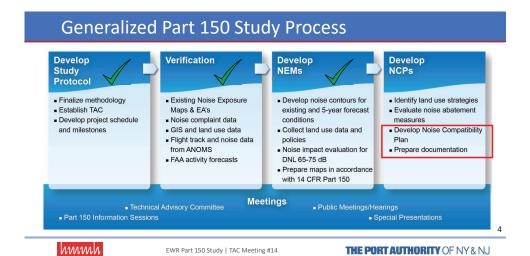
Meeting Agenda

- Welcome and introductions
- Part 150 process status review
- 2019 Noise Exposure Map (NEM) status update (complete)
- Noise Compatibility Program (NCP) development process review
- Presentation of Port Authority Draft NCP Recommendations
- Next steps
- TAC member discussion
- Project Schedule review
- Public comment

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2019 Noise Exposure Map Completion

- Public review of the Draft 2019 NEM document
 - September 14 through October 14, 2018
- Public Workshops held to present the Draft 2019 NEM document
 - September 25, 2018 at Union County College, Elizabeth, NJ
 - September 26, 2018 at Weequahic Park Sports Authority, Newark, NJ
- Submitted the Final 2019 NEM document to the FAA
 - January 2019
 - http://panynjpart150.com/EWR_FNEM.asp
- FAA accepted the Final 2019 NEM document
 - January 15, 2019
 - Notice Published in Federal Register on June 11, 2019

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2019 Noise Exposure Map Summary

NEM Results	NEM Year	65-70 DNL	70-75 DNL	>75 DNL	Total
Population	2019 2024	25,017 25,912	804 1,883	0	25,821 27,795
Dwelling Units	2019 2024	9,040 9,399	291 667	0	9,331 10,066
Noise-Sensitive Sites	2019 2024	45 46	4 6	0	49 52



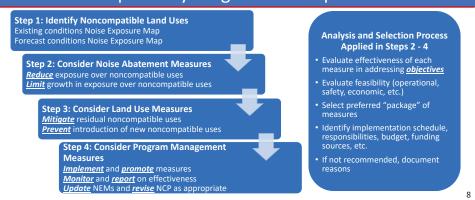
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Noise Compatibility Program Development Process



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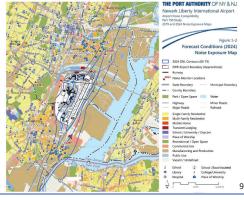
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EWR NCP: Identify Noncompatible Land Uses

According to the FAA-accepted 2024 Forecast Condition Noise Exposure Map

- 10,066 dwelling units are potentially noncompatible
- 52 noise-sensitive sites are potentially noncompatible



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EWR NCP Measures Analyzed

Noise abatement measures

Reduce noise at the source – e.g., cockpit procedures, flight tracks, runway use, airport layout

- 25 considered
- 13 recommended for inclusion in this NCP
- Land use measures

Mitigate noise at the receiver – e.g., land acquisition, zoning, sound insulation

- 10 considered
- 5 recommended for inclusion in this NCP
- Program Management measures

Manage the NCP - e.g., implementation, monitoring, reporting

- 11 considered
- 11 recommended for inclusion in this NCP

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Noise Abatement Measures

Noise abatement measures are measures that control noise at the source. These measures may include airport layout modifications, flight path changes, preferential runway use, and arrival and departure procedures. The intention of noise abatement measures in the NCP is to reduce the number of people and noise-sensitive sites exposed to aircraft noise of 65 DNL and greater.

Recommended Noise Abatement Measures for Inclusion in this NCP

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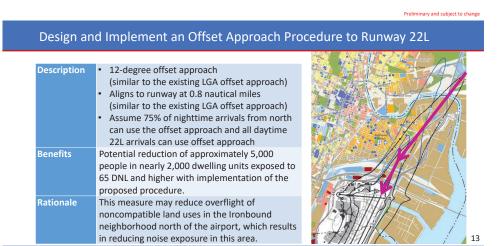
EWR Noise Abatement Measures Summary

Noise Abatement Measures Recommended for Inclusion in this NCP	Noise Abatement Measures Not Recommended for Inclusion in this NCP	
Design and Implement an Offset Approach Procedure to Runway 22L		
Continue Use of Easterly Departure Headings on Runways 4L and 4R	Increase the Arrival Glide Slope	
Continue Use of Easterly Departure Headings on Runways 22L and 22R	Turn Northbound Departures over West Hudson Park after Departing Runways 4L or 4R	
Determine and Implement Optimal Easterly Departure Headings on Runways 4L and 4R	Develop and Implement a Rotational Runway Use Program & Alternate Departure Procedure/South Arrivals	
Determine and Implement Optimal Easterly Departure Headings on Runways 22L and 22R	Increased Displaced Distance for Landing Thresholds on Runways 4L/22R and 4R/22L	
Encourage Use of FAA-prescribed Distant Noise Abatement Departure Profile Procedures on a Voluntary Basis	Implement an Aircraft Arrival Sequencing Program	
Minimize Nighttime Intersection Departures	Implement Simultaneous Arrival/Departure Procedures to the Parallel Runways	
Implement a Nighttime Preferential Runway Use Program	Add a Third Parallel Runway East of Runway 4R/22L	
Implement Nighttime Optimized Profile Descent Procedures	Design, Install and Use End-Around Taxiways	
Implement Nighttime Unlimited Climb Procedures	Install Noise Barriers	
Implement Nighttime "New Jersey Turnpike" Departure Procedures for Runways 4L and 4R	Control the Number/Types of Aircraft and Discourage Traffic Increases	
Implement Nighttime "New Jersey Turnpike" Departure Procedures for Runways 22L and 22R	Remove Restricted Airspace over the Atlantic Ocean near New York/New Jersey	
The Port Authority to Coordinate with FAA on Development and Implementation of NextGen Procedures	Use of De-rated Thrust Departure Procedures	

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Nighttime

Preliminary and subject to chang

Design and Implement an Offset Approach Procedure to Runway 22L

- 24-hour Use
 - Assume 75% of nighttime arrivals from north can use the offset approach and all daytime 22L arrivals can use offset approach
- Nighttime Only
 - Assume 75% of nighttime arrivals from north can use the offset approach





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Preliminary and subject to change

Continue Use of Easterly Departure Headings on Runways 4L and 4R

Description	 Hypothetical straight-out flight tracks from Runways 4L and 4R Compare the hypothetical and the current use of easterly headings (to 60 degrees) 	
Benefits	This existing measure has been a successful part of the EWR noise abatement program by removing more than 5,000 people in over 2,000 dwelling units from 65 DNL and higher.	
Rationale	This measure continues to be an effective noise abatement procedure by placing departing aircraft over compatible land uses adjacent to the Ironbound neighborhood in Newark north of the airport.	
		15

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Preliminary and subject to change

Continue Use of Easterly Departure Headings on Runways 22L and 22R

Description

- Hypothetical straight-out flight tracks from Runways 22L and 22R
- Compare the hypothetical and the current use of easterly headings (to 190 degrees)

Benefits

This existing measure has been a successful part of the EWR noise abatement program by removing approximately 4,000 people in over 1,000 dwelling units from 65 DNL and higher.

Rational

This measure continues to be an effective noise abatement procedure by placing departing aircraft over mixed land uses in the City of Elizabeth south of the airport.



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Preliminary and subject to change

Determine and Implement Optimal Easterly Departure Headings on Runways 4L and 4R

escription

Determine if there is an "optimal" easterly heading by turning aircraft further east away from noncompatible land uses

 FAA noted that there is a limit to how far east aircraft can be turned due to conflicting airspace and traffic concerns
 Potential further reduction of people and dwelling units exposed to 65 DNL and higher

Benefits

Rationale

with implementation of the proposed procedure.
This measure could result in aircraft flying further from the noncompatible land uses in the Ironbound Neighborhood north of the

airport, further reducing noise exposure.



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Preliminary and subject to change

Determine and Implement Optimal Easterly Departure Headings on Runways 22L and 22R

Description Determine if there is an "optimal" easterly

heading by turning aircraft further east

• FAA noted that there is a limit to how far

east aircraft can be turned due to conflicting airspace and traffic concerns Potential further reduction of people and dwelling units exposed to 65 DNL and higher with implementation of the proposed procedure.

Rationale

Benefits

This measure could reduce overflight of noncompatible land uses in the City of Elizabeth south of the airport, further reducing noise exposure.



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Newark Liberty International Airport Noise Compatibility Program

Preliminary and subject to change

Encourage Use of FAA-prescribed Distant Noise Abatement Departure Profile Procedures on a Voluntary Basis

Description

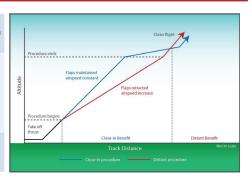
Encourage aircraft operators to use NADP-2 (aka ICAO B or distant) on a voluntary basis

Benefits

Potential reduction of approximately 500 people in less than 200 dwelling units exposed to 65 DNL and higher by utilizing the "distant" noise abatement departure procedure (NADP 2).

Rationale

The voluntary use of NADP 2 could reduce noise exposure in both the cities of Elizabeth and Newark.



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Preliminary and subject to change

Minimize Nighttime Intersection Departures

Description	Limit the use of intersection departures at night for Runways 22L and 22R
Benefits	Potential reduction of up to 198 people in 71 dwelling units exposed to 65 DNL and higher with implementation of the proposed measure.
Rationale	This measure could reduce noise exposure experienced at noncompatible land uses south of the airport.



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Preliminary and subject to change

Implement a Nighttime Preferential Runway Use Program

Description	Preferential runway use program include the following: Runway 29 designated at the preferred arrival runway Outboard Runway 4R/22L designated as the preferred departure runway When Runway 29 is not available for arrivals, Runway 22L designated as the preferred arrival runway with aircraft using the offset approach When Runway 29 is not available and the offset approach cannot be used, outboard Runway 4R/22L designated as the preferred arrival runway
Benefits	Potential reduction of people exposed to 65 DNL and higher possible with implementation of the proposed measure.
Rationale	This measure could improve land use compatibility and reduce overflight of noncompatible land uses in both the cities of Elizabeth and Newark.

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Preliminary and subject to chang Implement a Nighttime Preferential Runway Use Program – cont.

Runway 29 for arrivals without the GPS-X track Runway 29 for arrivals with the GPS-X track Runway 4R/22L for departures using the offset Runway 4R/22L for departures approach

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Implement Nighttime Optimized Profile Descent Procedures

Suggest the use of an optimized profile descent Description procedure when able Arrivals will continually descend with minimal changes in engine thrust or power setting **Benefits** Potential noticeable noise exposure reduction for people and dwelling units under the EWR arrival flight corridors outside 65 DNL and higher with implementation of the proposed measure. This measure may be an effective way to reduce noise exposure in residential areas under the arrival flight path upon approach.

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Implement Nighttime Unlimited Climb Procedures

Description	Aircraft continue to ascend after takeoff without restrictions at night
Benefits	Potential noticeable noise exposure reduction for people and dwelling units under the EWR departure flight corridors outside 65 DNL and higher with implementation of the proposed measure.
Rationale	This measure could be an effective way to reduce noise exposure in residential areas under the departure flight corridors.

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Implement Nighttime "New Jersey Turnpike" Departure Procedures for Runways 4L and 4R

Limit aircraft turns to the west after departing Runway Description 4L and 4R at night until reaching an altitude of 10,000 Benefits Potential noticeable noise exposure reduction for people and dwelling units west of the extended

centerline for Runway 4R/22L outside 65 DNL and higher with implementation of the proposed measure. Rationale This measure could be an effective way to reduce noise exposure in residential areas west of Runway

> 4R/22L centerline. *The Port Authority recommends this measure as long as the procedure can be developed in a way that does not lead to increase of people or dwelling units inside the 65 DNL contour.



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Implement Nighttime "New Jersey Turnpike" Departure Procedures for Runways 22L and 22R

Description	Limit aircraft turns to the west after departing Runway 22L and 22R at night until reaching an altitude of 10,000 feet
Benefits	Potential reduction of less than 500 people in less than 200 dwelling units exposed to 65 DNL and higher with implementation of the proposed measure.
Rationale	This measure could reduce noise exposure experienced at noncompatible land uses south of the airport *The Port Authority recommends this measure as long as the procedure can be developed in a way that does not lead to increase of people or dwelling units inside the 65 DNL contour.



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Implement Nighttime "New Jersey Turnpike" Departure Procedures - Continued

• For Runways 4L and 4R



• For Runways 22L and 22R



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The Port Authority to Coordinate with FAA on Development and Implementation of NextGen Procedures

Description	The Port Authority is a member of the NextGen Advisory Committee (NAC), which makes recommendations to the FAA regarding the NextGen program
Benefits	Implementation of NextGen technologies for the improvement of flight procedures in the New York/New Jersey/Philadelphia area and its potential noise benefits to noise-sensitive land uses.
Rationale	To find opportunities to reduce community noise exposure through the implementation of NextGen technologies in the airspace. The Port Authority would only support NextGen procedures that would not result in an increase in noise over residential areas.

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Noise Abatement Measures

Considered but Not Recommended for Inclusion in this NCP

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Increase the Arrival Glide Slope

- Description
 - Increase the glide slope angle for arrivals
- Reason to not recommend
 - Increasing the glide slope would likely interfere with existing airspace
 - Some aircraft may not be able to arrive at EWR due to the steeper decent rate and its impact on aircraft performance



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Preliminary and subject to change

Turn Northbound Departures over West Hudson Park after Departing Runway 4L or 4R

- Description
 - Change departure flight paths so aircraft fly over West Hudson Park
- Reason to not recommend
 - Placing all aircraft that fly this particular procedure "over the Park" would shift a broad flight corridor into a narrow flight corridor resulting in increasing noise exposure to those properties underlying the narrow corridor
 - Noise levels from individual aircraft operations would not noticeably change if those flying over the condo complex moved to the Park as the complex is adjacent to the Park



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Develop and Implement a Rotational Runway Use Program & Alternate Departure Procedure/South Arrivals

- Description
 - A systematic runway rotation on an equitable basis, when winds allow
- Reason to not recommend
 - Would not result in a change to 65 DNL contour since annual-average runway use would remain unchanged
- Instead, a preferential runway use program is being recommended.

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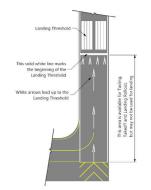
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Increased Displaced Distance for Landing Thresholds on Runways 4L/22R and 4R/22L

- Description
 - Moving the location of the landing threshold further into the runway to allow arrivals to come in at higher altitudes over the communities
- Reason to not recommend
 - Moving displaced threshold positions could compromise safety and efficiency



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Implement an Aircraft Arrival Sequencing Program

- Description
 - Find ways to improve arrival sequencing in air traffic control procedures to reduce delays, particularly during peak demand times
- Reason to not recommend
 - Such a program would not affect DNL contours at EWR because the annual average day of operations would remain unchanged

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Preliminary and subject to change

Implement Simultaneous Arrival/Departure Procedures to the Parallel Runways

- Description
 - Implement a procedure for simultaneous operations to parallel runways, to potentially reduce delays
- Reason to not recommend
 - Such a program would not affect DNL contours at EWR because the annual average day of operations would remain unchanged

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Add a Third Parallel Runway East of Runway 4R/22L

- Description
 - Add a third parallel runway east of Runway 4R/22L
- · Reason to not recommend
 - Land constraints around the airport major highways and/or waterways on most sides drastically constrain the ability to incorporate another runway at EWR

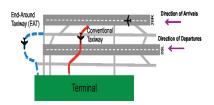
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Design, Install and Use End-Around Taxiways

- Description
 - Creating an end-around taxiway to reduce wait times to depart a runway
- Reason to not recommend
 - Such a program would not affect DNL contours at EWR because the annual average day of operations would remain unchanged



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Install Noise Barriers

- Description
 - Construction of barriers at aircraft maintenance and aircraft engine run-up locations
- Reason to not recommend
 - The 65 DNL contour from ground operations does not extend into noncompatible land uses, therefore, barriers would not reduce areas of noncompatible land uses









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Control the Number/Types of Aircraft and Discourage Traffic Increases

- Description
 - Prohibit "noisy" aircraft types from operating at EWR
 - Restrict the number of aircraft operations
 - Impose a curfew to limit the EWR operating hours
- Reason to not recommend
 - The NCP, through implementation of the recommended measures, will adequately address noncompatible land uses without the need for aircraft operation restrictions
 - The Port Authority must abide by FAA grant assurances one of which is to not restrict operations

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Remove Restricted Airspace over the Atlantic Ocean near New York/New Jersey

- Description
 - Open airspace that currently is reserved, except in rare circumstances with prior approval, as a National Defense Operating Area
- Reason to not recommend
 - Aircraft operations east of the coastline do not contribute to aircraft noise exposure of 65 DNL and higher

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Use of De-rated Thrust Departure Procedures

- Description
 - Use a less than full power takeoff engine thrust that helps save fuel and increase the jet engine life span
 - Slower climb (closer to the ground) and lower engine power (less noise emitted)
- Reason to not recommend
 - Benefits cannot be determined at this time
 - The Port Authority may reconsider this measure in the future when and if the FAA releases a tool capable of quantifying the noise benefits to the community

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Land Use Measures

Land use measures address aircraft noise in areas of high noise exposure that cannot be eliminated through the implementation of noise abatement measures. Corrective land use measures include land acquisition and sound insulation treatments of structures. In contrast, Preventive measures prohibit the introduction of new noncompatible land uses and/or notify potential buyers of properties affected by aircraft noise.

Recommended Land Use Measures for Inclusion in this NCP

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Newark Liberty International Airport Noise Compatibility Program

EWR Land Use Measures Summary

Land Use Measures Not Recommended for Inclusion in this NCP
Acquire Avigation Easements
Implement Cooperative Land Use Agreements
Raise Minimum Building Standards
Implement Rezoning of Land Uses
Include Airport Noise in Real Estate Disclosures

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Preliminary and subject to change

Acquire Noncompatible Residential Parcels

Description	 This corrective measure involves acquiring noncompatible residential parcels then changing the designated land use so that it is compatible with aircraft noise, or modifying residential structures so that they are compatible without a change in land use. Note: The Port Authority has yet to identify any parcels for acquisition
Benefits	Acquisition of noncompatible residential parcels results in removing noncompatible land uses and people exposed to 65 DNL and higher.
Rationale	This measure is an effective way to reduce noncompatible land use.

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Sound Insulate Eligible Dwelling Units

Description

- This corrective measure involves insulating noncompatible residential units to reduce average interior noise to 45 DNL and provide at least a 5 dB improvement to the structures' noise level reduction.
- Approximately 10,066 dwelling units are potentially eligible¹ for sound insulation treatments.
- The Port Authority anticipates that it would take decades to complete the insulation of all eligible residential units in the communities near EWR due to availability of FAA funding, the length of the construction season in the region, and other factors that limit the pace of construction.
- To be eligible for federal funding, the FAA requires that the residential unit be within the 65 DNL contour and that the average interior noise level of habitable rooms with windows closed be at or above 45 DNL¹.

 1 Eligibility determination is set forth in FAA Order 5100.38D Airport Improvement Program Handbook (AIP Handbook), Appendix R.

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Sound Insulate Eligible Dwelling Units (continued)

Description

- Other factors that influence eligibility may include, but are not limited to:
 - · Previous sound reduction treatments
 - · Ambient and self generated noise levels
 - Whether a given use is considered temporary or permanent
 - Time frame within which the structure was constructed
 - ullet DNL contours for EWR were first published on January 15, 2019. Properties constructed within those DNL contours after January 15, 2019 would not be eligible for federally funded noise mitigation³
 - · Compliance with the local building code4

• An avigation easement would be required in exchange for sound insulation

Installation of sound insulation treatments provides adequate noise reduction inside people's homes for compatibility with indoor activities. Once treated, a property is considered compatible with aircraft noise.

Rationale

Benefits

This measure may reduce noncompatible land use.

² Port Authority of New York and New Jersey, "Newark Liberty International Airport, Title 14 Code of Federal Regulations (CFR) Part 150, Noise Exposure Map Report, January 2019.
³ Final Policy on Part 150 Approval of Noise Mitigation measures: Effect on the Use of Federal Grants for Noise Mitigation Projects. 63 FR 16409.

⁴ Areas within a structure that do not meet the local building code are not "habitable" under the FAA requirements and therefore are not eligible four sound insulation under the AIP.

Example: "A resident has converted part of a basement to a bedroom and the bedroom conversion does not meet the building code requirements to be categorized as a bedroom. The converted bedroom is not considered habitable space."

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Sound Insulation

- Sound Insulation provides a compatible indoor living environment through installation of acoustical treatments (e.g., acoustical doors and windows) to obtain at least a 5 dB improvement in exterior to interior noise level reduction
- As a result the parcel becomes "compatible" with airport operations and a better interior living environment
- · Examples of sound insulation treatments
 - · Acoustical windows
 - Acoustical doors
 - · Central air conditioning*
 - · Ventilation upgrade*
 - Ceiling/closet/wall modifications*
 - Attic insulation*
- * Depending on existing conditions

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Residential Sound Insulation Program (RSIP)

- RSIP Process
 - Program Development
 - Acoustical Measurements
 - Design Assessment
 - Preliminary Design
 - · Design Review/Approval
 - Construction

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Sound Insulate Eligible Non-Residential Noise-Sensitive Structures

Description

- This corrective measure involves insulating noncompatible nonresidential noise-sensitive structures to reduce average interior noise levels to 45 DNL and provide at least a 5 dB improvement to the structures' noise level reduction. Examples include schools, places of worship, healthcare facilities, day care facilities, and libraries.
- Approximately 38 facilities may be eligible for sound insulation.
- To be eligible for federal funding, the FAA requires that the structure be within the 65 DNL contour <u>and</u> that the average interior noise level of noise sensitive rooms with windows closed be at or above 45 DNL during the times of day when the facility is in use¹.
- An avigation easement would be required in exchange for sound insulation

¹ Eligibility determination is set forth in FAA Order 5100.38D Airport Improvement Program Handbook (AIP Handbook), Appendix R.

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Preliminary and subject to change

Sound Insulate Eligible Non-Residential Noise-Sensitive Structures

Description	Other factors that influence eligibility may include, but are not limited to: Previous sound reduction treatments Ambient and self generated noise levels Whether a given use is considered temporary or permanent Time frame within which the structure was constructed DNL contours for EWR were first published on January 15, 2019. Properties constructed within those DNL contours after January 15, 2019 would not be eligible for federally
- 40	Compliance with the local building code
Benefits	Installation of sound insulation treatments provides noise reduction inside noise-sensitive structures for compatibility with indoor activities. Once treated, the property is considered compatible.
Rationale	This measure may reduce noncompatible land use.

² Port Authority of New York and New Jersey, "Newark Liberty International Airport, Title 14 Code of Federal Regulations (CFR) Port 150, Noise Exposure Map Report, January 2019.
³ Final Policy on Part 150 Approval of Noise Mitigation measures: Effect on the Use of Federal Grants for Noise Mitigation Projects. 63 FR 16409.

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Preliminary and subject to change

Provide Positive Ventilation to Eligible Residential and Noise-Sensitive Structures

Description

- This corrective measure involves providing ventilation systems to allow for air circulation inside structures that have been sealed for noise mitigation purposes. These could include structures that do not qualify for sound insulation, but obtain necessary noise level reduction when their existing doors and windows are fully closed.
- For dwelling units and non-residential noise-sensitive structures that may be eligible for sound insulation, positive ventilation may be provided to units/facilities that do not have existing positive ventilation systems.
- Some residential units and non-residential noise-sensitive structures within the 65 DNL contour may not qualify for sound insulation but could obtain necessary noise level reduction if: 1) Windows and doors are closed and 2) Positive ventilation is provided

Benefits

Installation of positive ventilation provides noise reduction inside noise-sensitive structures for compatibility with indoor activities. Once treated, the property is considered compatible.

Rationale

Provide noise-sensitive structures with improved interior environmental conditions necessary for other sound insulation treatments to be effective in reducing interior noise levels.

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Port Authority Assistance with Establishing an Airport Noise Overlay Zone

Description	This preventative measure involves local land use planning jurisdictions implement an airport noise overlay zone to prevent noncompatible land uses from being developed Include building codes for sound insulation treatments to ensure noise compatibility for noise-sensitive structures permitted within the overlay zone
Benefits	Airport noise overlay zones could help prevent the introduction of new noncompatible land uses.
Rationale	Deter the introduction of new noncompatible land uses as required by the FAA Grant Assurances

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Land Use Measures

Considered but Not Recommended

Land Use Measures for Inclusion in this NCP

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Preliminary and subject to change

Acquire Avigation Easements

- Description
 - Attach avigation easements to property deeds "right-offlight" of aircraft to inform future property owners
- Reason to not recommend
 - Preference is given towards noise benefit to residents and users of the noncompatible structures

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Implement Cooperative Land Use Agreements

- Description
 - Establish preventative measures with the local jurisdictions to ensure no new introduction of noncompatible land uses
- Reason to not recommend
 - Preference is given towards collaborative work with land use jurisdictions without implementing cooperative land use agreements

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reliminary and subject to change

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Raise Minimum Building Standards

- Description
 - Amend building codes to include sound insulation treatments in areas of noncompatible land uses to ensure compatible interior habitable spaces
- Reason to not recommend
 - Preference is given to continue efforts to work collaboratively with land use jurisdictions without attempting to raise minimum standards

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Preliminary and subject to chang

Implement Rezoning of Land Uses

- Description
 - Create zoning rules to prevent or reduce construction of future noncompatible areas
- Reason to not recommend
 - Local land use agencies were not in favor of rezoning to promote compatible land use

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Include Airport Noise in Real Estate Disclosures

Description

- Include an airport noise disclosure in real estate transactions for those properties subject to excessive noise from aircraft operations
- Reason to not recommend
 - Local land use agencies were not in favor of the inclusion of aircraft noise in real estate disclosures
 - Port Authority does not have jurisdiction over local or statemandated real estate disclosures

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Program Management Measures

Program management measures would enable the Port Authority to monitor the implementation and compliance of the recommended noise abatement and land use measures in the NCP, as well as enhance stakeholder understanding of aircraft noise. Program management measures are critical to the success of the NCP

Recommended Program Management Measures for Inclusion in this NCP

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EWR Program Management Measures Summary

Program Management Measures Recommended	
Maintain Noise Office	Establish a Community Planners Forum
Maintain Noise and Operations Monitoring System (NOMS)	Establish and Manage a Fly Quiet Program
Maintain Public Flight Tracking Portal	Make Aircraft Noise Contours Available in a Geographic Information System (GIS)
Maintain Noise Complaint Management System	Update the Noise Exposure Map
Maintain Noise Office Website	Update the Noise Compatibility Program
Continue Community Outreach Activities	

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Maintain Noise Office

Description	Existing noise office is a vital link between the airport and communities on aircraft noise concerns. Currently, six full-time employees staff the Port Authority's Noise Office, providing public liaising as well as management of the noise monitoring, flight tracking, and complaint management systems in place. The Noise Office operates as the principal office receiving and responding to aircraft noise complaints form the public and interfacing with stakeholder representatives, noise-impacted communities, and airport users.
Benefits	The existing Noise Office enables the Port Authority to understand, respond to, and address community concerns associated with aircraft noise from EWR operations. In the future, the Noise Office will continue to maintain the existing program management measures, facilitate the implementation of the new approved NCP measures and monitor compliance with them.
Rationale	The existing Noise Office is the principal office for receiving and responding to aircraft noise complaints from the public and interfacing with stakeholder representatives, noise-impacted communities, and airport users. With the completion of the NCP, the Noise Office staff will be critical in successful implementation of the approved NCP measures.

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Maintain NOMS, Public Flight Tracking Portal, & Noise Complaint Management System

	Maintain Noise and Operations Management System (NOMS)	Maintain Public Flight Tracking Portal	Maintain a Noise Complaint Management System
Description	Continue investigation of noise complaints and provide a means to monitor compliance with NCP noise abatement measures		Continue to use PlaneNoise to collect/manage noise complaints; Each noise complaint compiled, analyzed, & mapped for reporting
Benefits	Enables correlation of noise monitoring data with individual aircraft ops at EWR; Supports the investigation of noise complaints and communication with the public about the noise environment associated with EWR.	Enables communication to the public about aircraft ops and associated noise exposure at EWR; Supports the Noise Office function of communicating with the public about the impacts of operations at EWR.	
Rationale	Key tool used by the Port Author	rity, Noise Office & community; su Office	ipports the function of the Noise

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Maintain Noise Office Website and Continue Community Outreach Activities

	Maintain Noise Office Website	Continue Community Outreach Activities
Description	Maintain a website that provides links to submitting a noise complaint, public web portal, noise monitoring, reports, and airport community roundtables	Continue to collaborate with the FAA and representatives of nearby communities
Benefits	Provides links to the Port Authority's publicly-available information and services associated with the noise environment at EWR. Supports communication with the public about the impacts of operations at EWR.	Community outreach activities enable the Port Authority to support and maintain meaningful dialogue regarding aircraft noise at EWR. Supports communication with the public about the impacts of operations at EWR
Rationale	Supports the function of the Noise office	

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Establish a Community Planners Forum		
Description	Initiating a Community Planners Forum to discuss proposed planning, land uses issues, zoning concerns, and noise mitigation efforts	
Benefits	A Voluntary Community Planners Forum will enable the collaboration of various jurisdictions in the airport vicinity to share airport noise related information.	
Rationale	Collaboration and sharing of information, with various jurisdictions in the airport vicinity, pertaining to comprehensive planning, land use issues, zoning issues, and noise mitigation efforts for EWR	

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Establish and Manage a Fly Quiet Program

Description	 Design and implement a Fly Quiet Program to incentivize aircraft operators to reduce noise in the communities from their operations A Fly Quiet Program is a voluntary collaboration among airlines and air traffic controllers that encourages pilots and air traffic controllers to use noise abatement flight tracks, NADPs and preferential runways.
Benefits	Establishment and management of a Fly Quiet Program will enable the development and management of solutions for abating noise from aircraft operations at EWR.
Rationale	So that aircraft noise can be collaboratively abated at EWR.

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Make Aircraft Noise Contours Available in a Geographic Information System (GIS)

Description	Provide public access to Geographic Information System (GIS) files of the future condition DNL 65, 70, and 75 contours through a link to be provided on the Noise Office website
Benefits	Making EWR noise contours available in a GIS will provide the public, land use planning agencies, and other stakeholders with easy access to Future Condition noise contours.
Rationale	To provide easy access to EWR Future Condition noise contours that could enhance awareness and decision-making for interested parties regarding aircraft noise.

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Update the NEM and NCP

	Update the Noise Exposure Map	Update the Noise Compatibility Program
Description	FAA mandates the Port Authority update the NEM every five years or sooner if an increase of 1.5 dB DNL is expected over noncompatible land uses	The Port Authority will update the NCP only when additional measures and/or modified measures are required to reduce noncompatible land uses; the NCP does not require an update with each NEM update
Benefits	Meet the requirements of 14 CFR Part 150	
Rationale	Meet the requirements of 14 CFR Part 150, Section 150.21(d).	Meet the requirements of 14 CFR Part 150, Section 150.23(e)(9).

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Summary of Recommended Draft NCP Measures

• 13 Noise abatement measures

Reduce noise at the source – e.g., cockpit procedures, flight tracks, runway use, airport layout

- FAA responsible for the schedule, cost and implementation
- The Port Authority will attempt to recommend FAA proceed with all recommended noise abatement measures within one year of the ROA
- 5 Land use measures

 $\label{eq:mitigate} \mbox{Mitigate noise at the receiver-e.g., land acquisition, zoning, sound insulation}$

- 10 considered
- 5 recommended
- 11 Program management measures

Manage the NCP – e.g., implementation, monitoring, reporting

- 11 considered
- 11 recommended

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Review of Project Schedule

	For Planning Purposes Only	
Date	Milestone	
September 2019	Submitted Preliminary Draft NCP Report to FAA for review	
1 st /2 nd Quarter 2020*	Revision to be made based on FAA comments Completion of noise abatement, land use and program management measure recommendations Draft NCP Report available for public review Public Workshop/Hearing during comment period, collect public comments	
2 nd /3 rd Quarter 2020*	Develop response to comments Develop Final NCP Report and submission of Final NCP Report to FAA	
3 rd /4 th Quarter 2020*	FAA 180-day review period Release of FAA Record of Approval	
1st Quarter 2021*	Release of Final NCP Report TAC Meeting #15 TBD (if needed)	
* Dates are tentative and subject to change		

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TA	TAC Members				
Name	Affiliation	Name	Affiliation	Name	Affiliation
Philip Santos	FedEx (Cargo)	Joe Lepis	Newark Airport Community Roundtable	James Shipp	Staten Island
George Hodgson	Southwest Airlines	Chip Hallock	Newark Regional Business Partnership (NRBP)	Bruce Bergen	Union County
Rich Teilborg	Southwest Airlines	Barbara Kauffman	Newark Regional Business Partnership (NRBP)	Al Faella	Union County
Harel Margaritz	United Airlines	Robert Belzer	New Jersey Citizens Against Aircraft Noise (NJCAAN)	Barry Geller	Union County
Glenn Morse	United Airlines	Michael Kroposki	NJCAAN	Kamal Selah	Union County
Andrew Brooks	FAA, Eastern Region	Norman Dotti	New Jersey State Noise Control Council	Phyllis Reich	City of Elizabeth
Lindsay Butler	FAA, Great Lakes ADO	Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee	Eduardo Rodriguez	City of Elizabeth
Zack DeLaune	FAA, NY-ADO	Steve Brown	National Business Aviation Association (NBAA)	William Holzapfel	City of Elizabeth
Suki Gill	FAA, NY-ADO	Eric Richardson	Fixed Base Operator (Signature Flight Support)	McKinley Mertz	Town of Harrison
Steven Kapsalis	FAA, Air Traffic Organization	Jerome Feder	Union County Air Traffic Noise Advisory Board	Kevin Force	Hudson County
Kimberly Clarke	FAA TRACON	Bill Huisman	Aviation Development Council (ADC)	Paul Ricci	City of Linden
Jim Hayden	FAA TRACON	Gabriel Andino	AvPORTS/TEB Staff	Arie Hoogendorn	City of Newark
Steve McClain	FAA TRACON	Dave Swanson	FAA, Flight Standards District Office (FSDO)	Alturrick Kenney	City of Newark
Robert Gibney	FAA, Airport Traffic Control Tower	Tom Malone	FAA, Flight Standards District Office (FSDO)	David Antonio	Essex County
Yasmin Fisher	Greater Elizabeth Chamber of Commerce	Igor Gorodetski	Staten Island	Robert Smith	Town of Kearny

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TAC Projected Meeting Schedule

Anticipated Date	Meeting	Anticipated Topics
September 24, 2015	TAC 1 – Completed	Introduction to Part 150, TAC process, etc.
October 14, 2015	Public Information Meeting 1	Introduction to Part 150 and EWR study process
November 13, 2015	TAC 2 – Completed	Overview of noise and modeling process and inputs
January 27, 2016	TAC 3 – <i>Completed</i>	Present and discuss model input development
March 31, 2016	TAC 4 – Completed	Present model inputs & forecast
May 25, 2016	TAC 5 – <i>Completed</i>	Present modelling status, land use, noise and land use compatibility and introduce NCP process
July 27, 2016	TAC 6 – <i>Completed</i>	Present aircraft noise exposure contours and land use compatibility
September 21, 2016	TAC 7 – Completed	Present and Discuss the draft NEM document
October 27, 2016	Public Information Meeting 2	Present draft NEM
November 16, 2016	TAC 8 – <i>Completed</i>	Discuss abatement and mitigation process/measures
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TAC Projected Meeting Schedule – continued

Anticipated Date	Meeting	Anticipated Topics
January 26, 2017	TAC 9 – <i>Completed</i>	Present first-round abatement alt. analysis
March 30, 2017	TAC 10 – Completed	Present second-round abatement alt. analysis
May 22, 2017	TAC 11 – Completed	Present first-round compatible land use alternatives
November 8, 2017	TAC 12 – Completed	Present third-round abatement alt. analysis
July 19, 2018	TAC 13 – Completed	Present 2019 NEM and Progress Update on NCP
Sept. 25&26, 2018	Public Information Meeting 3	Present Draft 2019 NEM
October 24, 2019	TAC 14 – <i>Today</i>	Present Recommended NCP Measures
Q1/Q2 2020*	Public Workshop/Hearing	Present Final Draft NCP for Public Comment
TBD	TAC 15	Present the FAA Record of Approval on NCP measures

^{*} Dates are tentative and subject to change

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Public Comment

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Next EWR Part 150 TAC Meeting

- To be determined
 - After EWR NCP has been accepted into the FAA's Federal Register

Thanks for attending!

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Technical Advisory Committee #7

14 CFR Part 150 Study – Newark Liberty International Airport

September 21, 2016 - 9:00 AM to 12:00 PM (scheduled time)

Attendees:

TAC Members (and Alternates):

Name	TAC Member Organization/Affiliation	In Attendance
Bill Huisman	Aviation Development Council (ADC)	
Philip Santos	Airlines (Cargo), FedEx	✓
Rich Teilborg	Airlines, Southwest Airlines (SWA)	✓
Harel Margaritz	Airlines (Passenger), United	
Glenn Morse	Airlines (Passenger), United	✓
Gabriel Andino	AVPORTS TEB Staff	
Jorge Estrada	City of Elizabeth (representing William Holzapfel)	✓
William Holzapfel	City of Elizabeth	
Phyllis Reich	City of Elizabeth	
Joseph DiVincenzo, Jr.	Essex County	
Sanjeev Varghese	Essex County	
Andrew Brooks	Federal Aviation Administration (FAA)	✓
Lindsay Butler	FAA	✓
David Fish	FAA	
Suki Gill	FAA Airports District Office (ADO)	✓
Steven Kapsalis	FAA ADO	✓
Robert Gibney	FAA Airport Traffic Control Tower (ATCT)	
Russell Halleran	FAA ATCT	✓

Name	TAC Member Organization/Affiliation	In Attendance
Tom Malone	FAA Flight Standards District Office	
Mark Guiod	FAA TRACON	
Steve McClain	FAA TRACON	✓
Christine West	FAA New York TRACON	
Eric Richardson	FBO, Signature Flight Support	
Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)	
Alturrick Kenney	City of Newark	
Robert Belzer	New Jersey Citizens Against Airport Noise (NJCAAN)	
Michael Kroposki	New Jersey Citizens Against Airport Noise (NJCAAN)	✓
Norman Dotti	Newark Airport Community Roundtable	✓
Jerome Feder	Newark Airport Community Roundtable	✓
Joe Lepis	Newark Airport Community Roundtable	✓
Steve Brown	rown National Business Aviation Association (NBAA)	
Ricky Ahmed	icky Ahmed Newark International Carriers (NICC)	
Chip Hallock		
Barbara Kauffman	Newark Regional Business Partnership (NRBP)	
Tom Bock	PANYNJ EWR Staff	✓
Chris DiCicco	Staten Island	
Jason Razefsky	Staten Island	
Jim Shipp	o Staten Island	
Fred Dressel	Teterboro Aircraft Noise Abatement Advisory	
rieu Dressei	Committee (TANAAC)	
Bruce Bergen	Union County	
Al Faella	Union County	✓



Study Team:

Name	Organization/Affiliation
Kristen Ahlfeld	FHI
Leslie Black	FHI
Jessica Cohen	НММН
Rhea Gundry	нммн
Eugene Reindel	нммн
Diana Wasiuk	НММН
Tom Bock	PANYNJ
Chris Hall	PANYNJ
Ed Knoesel	PANYNJ
Xiaobo Liu	PANYNJ
Timothy Middleton	PANYNJ
Jim Munday	PANYNJ
Diane Papaianni	PANYNJ
Julio Pereira	PANYNJ
Doug Stearns	PANYNJ EWR
Katie Winfree	PANYNJ GOCOR
Adeel Yousuf	PANYNJ
David Full	RS & H

Public:

Lorraine Kroposki	Citizen	

Welcome and Introductions

Kristen Ahlfeld (HMMH Study Team) began the meeting by welcoming attendees to the seventh meeting of the Newark Liberty International Airport (EWR) Part 150 Noise Study Technical Advisory Committee (TAC) and highlighted the agenda for the meeting. Attendees introduced themselves. Kristen stressed the importance of RSVP'ing to TAC Meeting invitations to help the study team plan for agenda discussion points and meeting logistics.

Kristen noted that two public workshops will be held for the EWR Part 150 Study: one on October 25th at the Hilton Newark Penn Station; and the other at the Kean University STEM Building in Union on October 27th; workshop flyers were given to TAC members at the meeting and Kristen requested the TAC's assistance with distribution to interested parties.

Joe Lepis (Newark Airport Community Roundtable) asked about publicity for upcoming public workshop. Tim Middleton (PANYNJ) responded that workshop flyers were distributed to the TAC via email and at the TAC meeting; legal notices will be placed in English and foreign-language newspapers; public meeting notices will also be sent to the PANYNJ project email distribution list, TAC members, as well as to public members who have filed EWR noise complaints. PANYNJ GOCOR will send notices to all elected officials for distribution to constituents and that PANYNJ is currently looking at publishing the workshop flyer in a several local/community newspapers. Kristen added that the workshop flyers are also posted on the PANYNJ website and are also available in Portuguese and Spanish. Al Faella (Union County) requested Portuguese and Spanish version of the flyers be emailed to him.

Part 150 Process Status Update

Rhea Gundry (HMMH) provided an update of the Part 150 Process to date. The study team has almost completed the NEM process and a public document will be released in October 2016. The document will be available for the public to review at the EWR Airport Manager's office as well as several libraries within the study area.

In reference to Slide 6¹ of the presentation, Jerome Feder (Newark Airport Community Roundtable) asked how much of the NEM contour is due to air traffic arrivals versus departures at EWR (to prepare for recommending noise abatement and mitigation measures). Gene Reindel (HMMH) responded that the NEM is developed using 24-hour day/night average sound analysis – the study team has not specified noise exposure map analysis for arrivals versus departures, but that level of specific analysis could be performed for the Noise Compatibility Program (NCP) phase.



¹ TAC Presentation materials can be found on the project website (http://www.panynjpart150.com/EWR TAC.asp); slides will be referenced in this meeting summary.

Joe Lepis asked how many schools have been remediated with soundproofing (see Slide 7 of the presentation). Rhea Gundry responded that of the eight schools listed, five schools have been provided with sound insulation measures by the PANYNJ, with funding in part by the FAA.

Norm Dotti (Newark Airport Community Roundtable) commented that it would be helpful for people at the public workshops to see prior noise measurement analyses to see if it is the same or worse now. Rhea responded that the study team does not want to compare non-Part 150 noise data with the current Part 150 analysis as different protocols and datasets are used during Part 150. Gene Reindel (HMMH) added that the study team can speak to historical noise, but that people are more interested in current situation and what can be done for them in near future.

Jerome Feder (Newark Airport Community Roundtable) noted that it would be important to show how sound insulation and other mitigation measures are working and that places are actually quieter with these measures. He also questioned whether mitigation could be improved at the schools that have already been mitigated in the past. Rhea stated that the five schools that have been insulated are now compatible with DNL 65. Andrew Brooks (FAA) responded that the NCP will hopefully reduce the overall noise footprint through mitigation. If there is a measure that makes the noise environment better in these areas, then the schools will benefit from that. He added that the sound insulation done by the PANYNJ was not done within framework of Part 150; however, because sound insulation is a joint effort between FAA and PANYNJ, it still has to meet FAA and Part 150 standards even though it was done outside of a formal Part 150 Study. He stated that FAA is required to do interior sound measurement (pre-testing), employ sound insulation standards, as well as conduct post-construction testing to assure standards are achieved.

Joe Lepis (Newark Airport Community Roundtable) asked whether the three non-compliant schools rejected participation in the sound proofing program. Andrew Brooks (FAA) responded that sound proofing is a voluntary process and that sometimes schools choose not to participate. He added that the FAA will check the status of these schools and that additional outreach efforts will be made to these schools as part of the Part 150 process.

Jorge Estrada (City of Elizabeth) asked if the study team knew which schools had not been sound proofed. Gene Reindel stated that the names of the schools were included in the meeting minutes from the July TAC meeting and documented in the draft NEM report.

Draft NEM Documentation

Rhea Gundry (HMMH) provided a high-level overview of the Draft NEM documentation (Slides 9 and 10 of the presentation). Gene Reindel (HMMH) noted that an executive summary is provided for the public to get to key information quickly. Rhea noted that high level information is provided within the document itself, and more detailed data and analyses are provided in the appendices, as well as all FAA approvals. At this point the NEM is noted as Draft.

Jerome Feder (Newark Airport Community Roundtable) asked if the color-coded map representing different land uses is included in the document. Rhea Gundry (HMMH) responded affirmatively and that the NEM documentation includes a more detailed land use and zoning analysis for each community within the EWR study area. Jerome Feder stated that a lot of area in the southern end of the study area includes industrial uses and tank farms and would therefore be more compatible than other areas; he questioned why more planes are not flying over these areas where people are not living. Rhea stated that not all of the land uses have been field verified, and are based on the best information available to the study team; those land uses could be field verified as part of the NCP.

Joe Lepis (Newark Airport Community Roundtable) asked if the number of places of worship and schools listed on Slide 8 of the presentation remain static between 2016 and 2021. Rhea stated that between 2016 and 2021 no new places of worship and/or schools were introduced into the contour. Joe then asked how storefront churches will be dealt with in terms of mitigation. Gene Reindel (HMMH) responded that a parcel will be evaluated based on the intent of use; for example, if a parcel was intended as a retail center, the intended use is how it will be evaluated regardless if it becomes a storefront place of worship.



Public Workshop #2

As part of the final NEM preparation, public input will be incorporated from two public workshops that will be held on October 25th (Hilton Newark Penn Station) and October 27th (Kean University STEM Building). TAC Members will be familiar with all the information presented at the workshops, as all information contained in the Draft NEM Report has been discussed over the past year at TAC meetings. Gene Reindel (HMMH) noted that all comments on the Draft NEM Report should be submitted through the public comment process for review by the study team and incorporation into the Study document.

Jerome Feder (Newark Airport Community Roundtable) questioned whether comments must only be submitted on the work that has been done to date, or whether they can be submitted on potential mitigation measures. Gene Reindel responded affirmatively as comments about mitigation can help to inform the NCP.

Phil Santos (FedEx) noted that the FAA should be present at the public workshops and questioned FAA ATCT's involvement with review of the public comments, as procedural changes are non-negotiable. Norm Dotti noted that when the public makes a technical suggestion, some background would be nice to explain why a suggestion will not be considered. Lindsay Butler (FAA) stated that when measures get suggested and vetted it is not a one-time discussion; each measure is discussed and then background analysis is done, and then the measures are discussed again. Gene Reindel added that at the end of the day, it is the PANYNJ's decision on what gets recommended as part of the NCP. Andrew Brooks (FAA) reminded the TAC that the public around EWR is very engaged and educated therefore, all suggestions cannot be quickly dismissed; rather the TAC and study team will need to do due diligence and set realistic expectations on potential mitigation measures. He added that first step will be whether the suggested measures result in a benefit to the 65 contour; if there is no benefit then the measure should not be considered under Part 150.

Jerome Feder (Newark Airport Community Roundtable) commented that there should be some aggressive measures by PANYNJ, as a result of this process, to significantly reduce population numbers within the 65 DNL contour. Gene Reindel (HMMH) responded that the PANYNJ will first look at operations to change the contours; if there are still a large number

of people impacted then PANYNJ would need to look at further mitigation measures like soundproofing or purchasing land within non-compatible areas.

Joe Lepis (Newark Airport Community Roundtable) asked those not part of the FAA, PANYNJ or study team to raise their hands and added that there are not a lot of people who feel affected enough to attend meetings. He stated that everyone's outreach needs to get better. Rhea Gundry (HMMH) responded that the summer newsletter is available and asked the TAC to be ambassadors to get the word out about the study and the public outreach process. The PANYNJ has also distributed this information out to any person who has made a noise complaint to encourage participation. Tim Middletown (PANYNJ) asked the TAC to provide the names of any groups that the study team should be reaching out to.

Noise Compatibility Program (NCP) Development Process

Gene Reindel (HMMH) reviewed the NCP development process (Slides 13 and 14 of the presentation).

Jerome Feder (Newark Airport Community Roundtable) stated that, as the group explores noise mitigation measures, that it may be helpful to know about some of the measures that have been implemented at other airports during their Part 150 studies and the outcomes, such as reductions in population exposure. Gene Reindel (HMMH) responded that the study team can probably provide that information and that it may be useful for our next TAC meeting. He added that the study team knows what has been done around the country, but that they are relying on TAC members for insight into local issues.

Joe Lepis (Newark Airport Community Roundtable) commented that municipal functions are not reflected in NCP process and questioned how we get the municipalities back to the table. Gene Reindel (HMMH) noted that it may be possible to set up meetings with the jurisdictions to gain an understanding of what is realistic for them. Tim Middleton (PANYNJ) noted that municipal coordination could be a programmatic measure under the NCP. It may be possible to set up a regular land use meeting with all of the municipalities/planners in the contour to keep discussions going. Joe noted that he was hearing too many "cans" and "coulds" and not enough "shalls" and "wills". Gene stated that the use of those words is intentional because these measures are voluntary and that the final decision rests with the



municipalities; Part 150 does not have any "teeth" to make jurisdictions comply. Joe commented that nothing will change land use-wise as a result of this study. Gene stated that the study team will analyze all measures that the PANYNJ directs them to analyze to determine the noise benefit within the 65 DNL. However, not everything needs to have a benefit, but the benefit will help FAA determine what will be approved as part of Part 150 or not approved. The study team wants to get this right so they will continue to refine and tweak each measure for potential noise benefits.

Norm Dotti (Newark Airport Community Roundtable) noted that if an existing apartment complex is within the 65 DNL and is sound abated, it will become a compatible land use and then asked about the status of vacant parcels within the 65 DNL. Gene Reindel (HMMH) responded that it is really up to the jurisdiction and developer; this process would discourage incompatible land use, but cannot stop the development, which is under the control of the local planning jurisdiction. Gene added that the development would not be eligible for noise abatement because it would be developed after non-compatible land use has been identified. He stated that some jurisdictions have adopted building codes for structures within the 65 DNL. Andrew Brooks (FAA) added that airport planning districts are useful tools and have been implemented in areas as a way of informing developers.

Preliminary List of NCP Measures

Gene Reindel (HMMH) identified possible NCP measures for input/brainstorming by the TAC (Slides 15 and 16 of the presentation):

- Modify arrival glide slope into EWR to reduce noise from arriving aircraft (aircraft would be higher over communities).
 - Gene noted that this could be modeled at 3.2 or 3.5 degrees, as opposed to the standard 3 degrees to see what the benefit would be.
- Alternate arrivals to Runway 11/29; increase use of Runway 29 at night (provides relief to communities under the main runways).
 - Jerome Feder commented that the area to the west of EWR is very densely populated. Gene responded that possibly arrivals could come in from the east; this would need to be evaluated.
- Allow simultaneous departure on Runway 22R/22L with RNAV left/right turns.

- Jerome Feder commented that right turns will go over the heart of Elizabeth; instead, a 'jog' east for a short distance goes over a non-populated area. He also added that in the airspace redesign, certain dispersal headings were looked at but are not being used.
- Joe Lepis questioned whether higher stage or quieter aircraft could be sent to the right.
- Norm Dotti stated that the environmental analysis for the new slot rule at EWR noted a reduction in noise and questioned whether the slot rule could be considered as an NCP measure. Andrew Brooks (FAA) stated that there is still a lot of uncertainty regarding impacts of the slot rule and solicitations and how it will be fully implemented. The slot rule was implemented due to regional capacity constraints, therefore it should not be considered as a measure. However, Gene noted that with the slot rule change showing a "benefit", we may have to consider such a measure under Part 150.
- Tim Middleton (PANYNJ) stated that nighttime operations should be looked at since nighttime measures have a bigger effect.
- Jerome Feder questioned whether the PANYNJ could adopt a policy that would allow only the quietest aircraft to fly at EWR. Gene stated that a restriction like that would trigger a Part 161 Study. He added that voluntary measures or programmatic measures, such as "Fly Quiet Programs" could encourage the use of quieter fleets.
- Norm Dotti noted that penalties trigger Part 161 Studies and questioned whether a reward also triggers a Part 161. Gene stated that non-monetary rewards can be folded into Quiet Skies programs, similar to the program San Francisco has in effect. Tim Middleton added that TEB has "Good Neighbor" awards for flight departments that fly more than 100 flights a year outside of the voluntary curfew and receive no noise violations, and that the programs need to be tailored to specific airports. Phil Santos (FedEx) commented that the business models of the airlines need to be considered.



- Jerome Feder asked about a landing fee and whether slots could be held for the quietest aircraft. Gene stated that this would not be allowed as it would, by regulation, be considered discriminatory.
- Utilizing Runway 4R and 4L for nighttime noise abatement
 - Joe Lepis questioned whether Runways 4R and 4L can be used with tailwinds.
 Gene Reindel responded affirmatively and added that the study team would need to see if operationally it can be done and what aircraft can handle the cross wind.
 - Russ Halleran (FAA ATCT) stated that the tower uses the 4's a lot at night time and it has become ATCT's general operations. He stated that the noise is spread and that the 4's were considered EWR's noise abatement runways.
 Although it is not designated, the 4's are the preferential runways at night.
 - Jerome Feder stated that 2007 FAA environmental assessment published the noise impacts from Runway 4 and 22; there were slightly less impacts from Runway 4, but still a significant amount of population impacted as a result of Runway 4. He added that he is not sure how these runways could be considered noise abatement runways since the impacts are very high.
- Utilization of, or creation of, new disbursement headings off of 22R and 22L
 - Gene noted that the study team can look at whether there are procedures in place that are not currently being used.
 - Russ Halleran (FAA ATCT) commented that dispersal headings will increase the workload for the tower.
 - Jerome Feder stated that if some dispersing occurs, some of the traffic will be concentrated over the vacant areas in the southern end of the study area
- Look at implementing departures that would fly over industrial areas to avoid residential areas where able
 - Gene stated that even if there is no noise benefit, it may lead to other ideas we want to try

Other comments and/or questions regarding potential NCP measures included:

Phil Santos (FedEx) asked that future TAC meeting agendas provide time for digging deeper into these ideas. Gene Reindel (HMMH) responded that the next meeting is proposed to include small breakout discussions to further discuss TAC ideas and the next few meetings will be devoted to analysis and results of proposed measures.

Jerome Feder commented that EWR is in a bad location in terms of surrounding land uses and that it is also located within a non-attainment area. He added that it is not an airport at which we should be incentivizing an increase in operations. He questioned whether PANYNJ could dis-incentivize increased traffic to EWR. Tim Middleton (PANYNJ) responded that the airport wants to be a good neighbor, and to operate efficiently without restricting usage or operations.

Gene Reindel noted that the study team may assign more modeled traffic to a particular procedure for analysis purposes.

Gene Reindel also stated that another consideration could be nighttime use of the runways as each use counts for ten daytime operations. The study team could do a day-night operations analysis. Joe Lepis asked about the percentage of nighttime operations are from FedEx as opposed to other carriers. Russ Halleran (FAA ATCT) responded that FedEx accounts for about 15% of nighttime use.

Background on Sound Insulation Program

Gene Reindel provided an overview of the general requirements for sound insulation under the Part 150 program (see Slide 19 of the presentation). Joe Lepis questioned whether the 45 dB DNL interior noise level was measured with the windows opened or closed. Gene stated that it has to be with windows and doors closed.

New York/New Jersey Airspace Discussion

The study team is coordinating with FAA on a special presentation that will provide an overview of the New York/New Jersey airspace and help TAC members get an overall understanding of airspace issues as the group moves forward into the NCP. More information will be distributed to TAC members.



Next Steps

Gene Reindel stated that the draft NEM Map and documentation will be available for TAC member and public review starting October 20th. He encouraged TAC members to review the document and submit comments.

Gene also requested that TAC members bring ideas for NCP measures to the next TAC meeting; November's TAC meeting will consist of small break out groups to help with the brainstorming process.

Discussion Topics

The PANYNJ response was provided to the TAC request for grid results from each of the four airport Part 150 studies. Tim Middleton (PANYNJ) responded that each study is individualized for each airport. Identical responses were provided to the TAC meetings for the JFK and LGA Part 150 studies. "The Study Team will provide model output in graphical (contours) format and tabular (noise at existing noise monitoring locations) format, which will provide the direct comparison of measured and modeled values. See Study Protocol for further discussion. Excel tables of the data will not be provided. The studies will comply with 14 CFR Part 150 requirements and FAA guidelines for its implementation. The FAA and PANYNJ have agreed to evaluate each airport individually and not add results together for multiple airports." There is no combined data and, therefore, no combined grid map between the airports. Norm Dotti stated that he recognizes that the Part 150 does not combine results for multiple airports; however, with some digitizing, he can combine all of the airports down to the 55 DNL. Jerome Feder stated that having the data would not be for the purposes of combining all four airports; he added that it would be good to make the data available to the public.

Joe Lepis noted the next Newark Airport Community Roundtable meeting is October 5th, 2016.

Tim Middleton (PANYNJ) stated that the TEB NEM and documentation is available on the project website. The TEB public workshop is Thursday, September 22nd at 6:00 pm at the Bergen Community Complex.

Wrap Up

TAC Meeting #8 is November 16, 2016 from 9:00 AM to 12 PM

The public meetings for EWR are scheduled for October 25, 2016 and October 27, 2016.

TAC Meeting #9 is anticipated to be held in January, 2017 from 9 AM to 12 PM.



THE PORT AUTHORITYOF NEW YORK & NEW JERSEY

Technical Advisory Committee #8

14 CFR Part 150 Study – Newark Liberty International Airport

November 16, 2016 - 9:00 AM to 12:00 PM (scheduled time)

Attendees:

TAC Members (and Alternates):

Name	TAC Member Organization/Affiliation	In Attendance
Bill Huisman	Aviation Development Council (ADC)	✓
Philip Santos	Airlines (Cargo), FedEx	✓
Rich Teilborg	Airlines, Southwest Airlines (SWA)	✓
Harel Margaritz	Airlines (Passenger), United	
Glenn Morse	Airlines (Passenger), United	✓
Gabriel Andino	AVPORTS TEB Staff	✓
William Holzapfel	City of Elizabeth	
Phyllis Reich	City of Elizabeth	
Joseph DiVincenzo, Jr.	Essex County	
Sanjeev Varghese	Essex County	
David Antonio	Essex County	✓
Andrew Brooks	Federal Aviation Administration (FAA)	✓
Lindsay Butler	FAA	✓
David Fish	FAA	
Suki Gill	FAA Airports District Office (ADO)	✓
Steven Kapsalis	FAA ADO	
Robert Gibney	FAA Airport Traffic Control Tower (ATCT)	
Russell Halleran	FAA ATCT	✓

Name	TAC Member Organization/Affiliation	In Attendance
Tom Malone	FAA Flight Standards District Office	
Mark Guiod	FAA TRACON	
Steve McClain	FAA TRACON	✓
Michael Porcello	FAA TRACON	✓
Christine West	FAA New York TRACON	
Eric Richardson	FBO, Signature Flight Support	
Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)	
Alturrick Kenney	City of Newark	
Robert Belzer	New Jersey Citizens Against Airport Noise (NJCAAN)	✓
Michael Kroposki	New Jersey Coalition Against Aircraft Noise (NJCAAN)	
Norman Dotti	Newark Airport Community Roundtable	✓
Jerome Feder	Newark Airport Community Roundtable	✓
Joe Lepis	Newark Airport Community Roundtable	✓
Steve Brown	National Business Aviation Association (NBAA)	
Ricky Ahmed	Newark International Carriers (NICC)	
Chip Hallock	Newark Regional Business Partnership (NRBP)	✓
Barbara Kauffman	Newark Regional Business Partnership (NRBP)	
Tom Bock	PANYNJ EWR Staff	
Chris DiCicco	Staten Island	
Jason Razefsky	Staten Island	
Jim Shipp	Staten Island	✓
Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)	✓
Bruce Bergen	Union County	
Al Faella	Union County	
Jorge Estrada	City of Elizabeth (representing Bill Holzapfel)	



Study Team:

Name	Organization/Affiliation
Kristen Ahlfeld	FHI
Leslie Black	FHI
Rhea Gundry	НММН
Eugene Reindel	НММН
Ted Baldwin	НММН
Mary Ellen Eagan	НММН
Robert Mentzer	НММН
Diana Wasiuk	НММН
Chris Hall	PANYNJ
Timothy Middleton	PANYNJ
Jim Munday	PANYNJ
Doug Stearns	PANYNJ
Katie Winfree	PANYNJ GOCOR
Adeel Yousuf	PANYNJ

Public:

Name	Organization/Affiliation
Douglas Freeman	Weequahic Park Sports Authority

Welcome and Introductions

Kristen Ahlfeld (HMMH Study Team) began the meeting by welcoming attendees to the eighth meeting of the Newark Liberty International Airport (EWR) Part 150 Noise Study Technical Advisory Committee (TAC) and highlighted the agenda for the meeting. Attendees introduced themselves.

Rhea Gundry (HMMH) provided a re-cap of the public workshops that were held on October 25th and 27th (see Slide 4 of the presentation)¹. She provided an overview of the workshop

stations and noted that almost 50 (combined) community members attended the workshops. All workshop materials, including the interactive mapping, are available for review and download from the project website.

Rhea also provided an update of the study process and schedule (see Slide 5 of the presentation). She noted that the comment period for the Draft NEM closes on November 18th. The study has been transitioning to the NCP phase for the last few TAC meetingsand moving forward the TAC will be taking a more in-depth look at and evaluating potential NCP measures; she noted that today's meeting will focus on noise abatement measures, but that each element of the NCP listed on Slide 6 of the presentation will be discussed separately at subsequent TAC meetings.

Gene Reindel (HMMH) provided a brief overview of the NCP development process and stated that Step #1, identification of incompatible land uses, is complete (see Slide 7 of the presentation). He noted that the TAC will be focusing on Step #2 – consider noise abatement strategies – and stated that determining the feasibility and balance of noise abatement measures will be a key part of the package that gets submitted to FAA.

Recently Approved NCP Measures

Lindsay Butler (FAA) presented a list of measures that have been approved and disapproved at other airports. She reviewed 125 record of approvals (ROAs) that have been approved since 2000 and focused on operational measures, on the ground as well as in the air. Examples of measures in the spreadsheet include changing helicopter routes, changing nautical charts, continuous descent approaches, and preferred night-time runway use. For EWR, Lindsay stated that it will be important to make sure that what is already happening at EWR (existing benefits) is captured in the NCP.

Jerome Feder questioned how the TAC or PANYNJ will know if they have eliminated an incompatible use? Lindsay stated that the Study Team will look at noise benefit for all of the measures proposed in the NCP. She reminded TAC members that a noise benefit with DNL 65 contour is needed in order to be approved as part of the NCP.

Lindsay also provided an example of a measure that was disapproved by the FAA. She stated that a delay in putting out landing gear was disapproved because there was no direct



¹ TAC Presentation materials can be found on the project website (http://www.panynjpart150.com/EWR_TAC.asp); slides will be referenced in this meeting summary.

benefit to the DNL 65 contour, therefore, for the purposes of Part 150, FAA disapproved this measure. She added that forming a working group to talk about advanced navigation procedures was also disapproved by FAA because there was no tangible net benefit to DNL 65 contour.

Jerome Feder stated that he was getting the sense that we will not know the size of the problem for quite some time. Gene Reindel stated that the Study Team is going to evaluate each measure to determine the noise benefit. Additionally, for all measures that the PANYNJ decides to package together for the NCP, a total noise benefit for that entire package will also be determined.

Glenn Morse (United) questioned whether it was possible to implement a noise abatement technique outside of the 65 DNL contour and still receive a benefit. Gene responded affirmatively and stated that there are measures that have been implemented outside the realm of Part 150 that have benefitted the 65 DNL and other areas.

Tim Middleton (PANYNJ) stated that the TAC can start with a simple idea, which can be fleshed out more as the group moves through the process.

Jerome Feder questioned whether some of the measures in the FAA's spreadsheet included voluntary flying of quieter aircraft at night? Lindsay responded that the TAC and the PANYNJ would need to take a look at what it means for the airport to have restrictions like that. Gene added that another example is to "discourage" intersection take-offs. Pilots can still do it, but airport needs to get the word out to the pilot community that this is discouraged, without implementing a formal restriction and without a Part 161 Study. Gene stated that one of the requirements of Part 161 is that all other options have been exhausted. Gene stated that the PANYNJ should encourage voluntary programs before entertaining a Part 161 Study.

Jerome Feder questioned whether it would take a lot of extra work for the Study Team to evaluate the effects of operational restrictions on the contour? Gene stated that it is possible to include a restrictive type measure as part of the NCP for a Part 150 Study and it can be evaluated as part of NCP. However, if the PANYNJ recommends a restrictive measure, the NCP would need to state that the PANYNJ understands that a Part 161 Study

would be needed to implement this restriction. Gene also noted that a caveat like this could apply to other measures as well. Some measures may require an environmental analysis; he cautioned that just because a measure is recommended in the NCP does not necessarily mean that it can or will be implemented.

Glenn Morse (United) asked whether there are other conditions that need to be met for a Part 161. Gene responded affirmatively and noted that there are six statutory requirements for Part 161.

Tim Middleton noted that the spreadsheet that Lindsay presented will be distributed to TAC members. Gene added that while the TAC will be brainstorming noise abatement measures, this is not the last time that the group will be discussing operational procedures. He asked TAC members to review the FAA spreadsheet and to let the Study Team know if they see a measure that may show promise for EWR so it can be discussed and possibly evaluated.

Example NCP Noise Abatement Measures

Slide 9 of the presentation includes noise abatement measures that have been discussed at previous TAC meetings. Gene stated that some of the measures listed could be used as a jumping off point for the brainstorming exercise that TAC will be engaging in later in the meeting.

Gene noted that Jerome Feder (Newark Airport Community Roundtable) has submitted several rounds of comments to the TAC for review and response; some of his comments are listed on Slide 10 and 11 of the presentation. Gene asked Jerome to speak about some of his comments.

Jerome stated that a 1987 Landrum and Brown Study looked at several different
departure scenarios, which minimized the total population within the 65 DNL. He
stated that he can provide a copy to the Study Team. Gene stated that the study
could be useful and should not be dismissed, but cautioned the use of it because of
the technological advances since 1987.



- Jerome also commented that with the dispersal headings in the airspace redesign
 noise exposure in Elizabeth was quite significant. He added that noise needs to be
 spread to waterways and industrial areas.
- Jim Shipp (Staten Island) asked whether the noise benefit associated with newer aircraft would be applied to the modeled aircraft and ultimately passed along to the community. Gene responded affirmatively and added that the PANYNJ ultimately decides what moves forward FAA for review and approval.

Robert Belzer (NJCAAN) commented that the Study Team and PANYNJ need to consider north flow of Runway 4 departures. He stated that the airspace around EWR has pretty defined commercial corridor and that planes should be routed over that commercial corridor as much as possible. Russell Halleran (FAA ATCT) noted that at some point planes need to turn from the commercial corridors and that there are people in almost every direction. Robert stated that once the aircraft are turned, traffic needs to be spread out so that one community is not impacted more than the other. Russell commented that aircraft are already flying on separate departure fixes, so they are already spread out as much as they can; he added that the airspace is very complex. Norm Dotti commented that by rules, PANYNJ is only looking at EWR; however as soon as the plane is in the sky, because of the complexity of the airspace and the separations that need to be maintained between aircraft, it is really a balancing act between all four airports in the region. Norm referenced the airspace webinar that was conducted by FAA on November 10th and indicated that it was a great way to show what is actually happening and the overall complexity of the airspace. Tim Middleton noted that the Airspace Webinar presentation will be posted on the PANYNJ website by next week and the TAC members will be sent an email with the link.

Partial DNL Contours Showing Contribution to Total DNL

Gene presented the following partial DNL 65 contours and discussed their contribution to the total DNL:

 Daytime vs. Nighttime Operations (slide 12) – nighttime operations contribute almost out to the total DNL 65 contour. Noise abatement efforts should focus on nighttime operations to obtain the most benefit.

- Joe Lepis (Newark Airport Community Roundtable) questioned how many people are affected by daytime operations. Gene stated that the Study Team has not run the population numbers yet, but since the contour is just starting to reach the residential areas south of EWR, Gene assumed the population would be close to zero.
- Andrew Brooks (FAA) commented that the partial daytime and nighttime contours help to confirm the assertion that the change from Slot 2 to 3 will not increase the DNL contour.
- Joe Lepis questioned why mitigation would be sought for a school or church within the daytime contour? Andrew Brooks responded that mitigation is based on total DNL and not just daytime DNL.
- Departures vs. Arrivals (Slide 13) arrival contour comes very close to the total 65
 DNL contour line.
- Nighttime Arrivals (Slide 14)
 - Robert Belzer (NJCAAN) commented ocean routing is approved routing for nighttime. Glenn Morse commented that there are no oceans within the contours. He stated that preferential runways are something the airlines support all over the world, and if there is something that is safe and would also change the contour the airlines would be supportive of that.
 - Andrew Brooks (FAA) stated that one of the purposes of the NCP analyses is to explore why things can move forward and why they cannot.
 - Jerome Feder questioned whether it would be possible to move the arrival flight path in the vicinity of the airport. Gene stated that anything is possible at this point in the study. Tim Middleton (PANYNJ) reminded TAC members that EWR operates north/south on Runway 22 and that it will be up to the technical experts to determine whether a measure like that is feasible or not.

Brainstorming of Potential EWR NCP Measures

To brainstorm potential noise abatement measures, TAC members were randomly placed into four break-out groups. Gene stated that the purpose of the exercise was to reach



consensus on at least five priority noise abatement strategies. Each group had 50 minutes to discuss and develop potential measures for the following noise abatement topics:

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- · Airport layout modifications
- Use restrictions

Each group was given a flip chart pad, markers, copies of the 2021 NEM, and 25 color-coded index cards (that corresponded to the topics listed above). Each group was instructed to spend 10 minutes brainstorming each noise abatement topic and writing their proposed strategies on the index cards. Gene stated that each group did not have to provide one or more strategies for each category – that was left up to the groups themselves and how each group wanted to focus their time and efforts. At the end of the exercise, one member of each group read the proposed measures/strategies back to the larger group; all index cards were collected and taped by topic area onto flip chart pads. TAC members were then given five orange dots and were asked to "vote" on their preferred measure(s); TAC members could use all five dots on measure or spread their dots across several measures. The FAA recused themselves from voting as they are not "voting" members of the TAC. The results of the break-out exercise are summarized in the following tables:

PROCEDURES

Proposed Measure	
Utilize the full runway for Runway 22 R or L at night for higher climb	4
Possible right turn/downwind departures off 4's (radar vector or RNAV	3
procedure)	
Flexible use of airspace at night (i.e., midnight to 0600)	3
Explore higher altitude climb-outs for departures (Keeping in mind that the	2
use of decelerated climb thrust settings may be used to save engine, etc.)	
PBN – Improve descent profiles using RNAV	2
CDA for night arrivals	1

Proposed Measure	# of Votes
Model alternate departure procedure/evaluate south arrivals (%)	
Spread departure profile rather than condensed	1
Nighttime arrivals turning/angle over river/95 Corridor	1
Potential increase in glide slope	
NADP – NN Re-examination; NADP1 – higher and faster climb to 3,000 feet;	1
NADP2 – higher and faster climb to 800 feet	
Change timing of arrivals using procedures	0

USE RESTRICTIONS

Proposed Measure	# of Votes
Incentivize use of quieter aircraft	2
Positive incentives for quieter aircraft at night	2
Charge airport users a fee based on noise	1
Request voluntary nighttime restrictions (cargo carriers?)	1
Cap operations for nighttime (or all day)	1
Voluntary scheduling of quieter aircraft after 10 p.m.	0

AIRPORT LAYOUT

Proposed Measure	# of Votes
Examine displaced thresholds; T/W modifications to improve efficiency	3
Long-term: new 3rd runway east of 22L. Shift in DNL contours would save	1
great number of non-compatible use from impacts	
End-around taxiways (reduces wait times for aircraft)	0
Possible addition of noise screens or noise berms	0

RUNWAY USE

Proposed Measure	# of Votes
Runway rotation examination – Nighttime efficiency of landing inboard	4
runway, departures outboard runway. Noise benefits at various times by	
flip-flopping runways.	
Use crosswind for nighttime	4



Proposed Measure	# of Votes
Examine/explore calm wind runway usage; why was this used in the past?	1
Could it provide benefit?	
Shift traffic to 4R/22L	1
Arrive Runway 4's midnight to 0300?	0
Depart Runway 22 0300-0600?	0
Parallel runway usage; simultaneous arrivals and departures (separation	0
criteria)	

FLIGHT TRACKS

Proposed Measure	# of Votes
Use compatible land use tracks (where possible)	3
Spread/dispersion	2
Use RNAV departure with flight path which could reduce noise footprint	2
predictable/reasonable	
Difficult to come up with solution due to restricted airspace	0
Reduce flight track concentrate	0

Gene noted that this is the first round of brainstorming and that there will be further opportunities to provide input. He thanked TAC members for their participation and stated that the results of this exercise give the Study Team a starting point in terms of evaluation for the NCP. At the next TAC meeting, the Study Team will present the results of the evaluations done on some of the proposed measures above as well as discuss potential land use measures.

Next Steps/Upcoming Meetings

The spreadsheet of approved and disapproved NCP measures will be distributed to TAC members. Gene requested that TAC members review the FAA spreadsheet and then send any proposed measures to the Study Team.

The FAA Airspace webinar will be posted on the PANYNJ website; a link will be distributed to TAC members.

The next TAC Meeting #9 is January 26, 2017 from 1:00 PM to 4:00 PM.



THE PORT AUTHORITYOF NEW YORK & NEW JERSEY

Technical Advisory Committee #9

14 CFR Part 150 Study – Newark Liberty International Airport

January 26, 2016 - 1:00 PM to 4:00 PM (scheduled time)

Attendees:

TAC Members (and Alternates):

Name	TAC Member Organization/Affiliation	In Attendance
Bill Huisman	Aviation Development Council (ADC)	✓
Philip Santos	Airlines (Cargo), FedEx	
Rich Teilborg	Airlines, Southwest Airlines (SWA)	✓
Harel Margaritz	Airlines (Passenger), United	
Glenn Morse	Airlines (Passenger), United	✓
Gabriel Andino	AvPORTS TEB Staff	✓
William Holzapfel	City of Elizabeth	✓
Phyllis Reich	City of Elizabeth	✓
Joseph DiVincenzo, Jr.	Essex County	
Sanjeev Varghese	Essex County	
David Antonio	Essex County	
Andrew Brooks	Federal Aviation Administration (FAA)	✓
Lindsay Butler	FAA	
David Fish	FAA	
Zack DeLaune	FAA Airports District Office (ADO)	✓
Suki Gill	FAA Airports District Office (ADO)	✓
Steven Kapsalis	FAA ADO	✓
Robert Gibney	FAA Airport Traffic Control Tower (ATCT)	✓
Russell Halleran	FAA ATCT	✓
Tom Malone	FAA Flight Standards District Office	

Name	TAC Member Organization/Affiliation	In Attendance
Mark Guiod	FAA TRACON	
Steve McClain	FAA TRACON	
Michael Porcello	FAA TRACON	
Christine West	FAA New York TRACON	
Eric Richardson	FBO, Signature Flight Support	
Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)	
Alturrick Kenney	City of Newark	
Robert Belzer	New Jersey Citizens Against Airport Noise (NJCAAN)	
Michael Kroposki	New Jersey Coalition Against Aircraft Noise (NJCAAN)	
Norman Dotti	Newark Airport Community Roundtable	
Jerome Feder	Newark Airport Community Roundtable	✓
Joe Lepis	Newark Airport Community Roundtable	✓
Steve Brown	National Business Aviation Association (NBAA)	
Ricky Ahmed	Newark International Carriers (NICC)	
Chip Hallock	Newark Regional Business Partnership (NRBP)	
Barbara Kauffman	Newark Regional Business Partnership (NRBP)	
Tom Bock	PANYNJ EWR Staff	✓
Frank Radics	PANYNJ EWR Staff	✓
Chris DiCicco	Staten Island	
Jason Razefsky	Staten Island	
Jim Shipp	Staten Island	✓
Fred Dressel	Teterboro Aircraft Noise Abatement Advisory	
TIEG DIESSEI	Committee (TANAAC)	
Bruce Bergen	Union County	
Al Faella	Union County	



Study Team:

Name	Organization/Affiliation
Kristen Ahlfeld	FHI
Leslie Black	FHI
Ted Baldwin	НММН
Jessica Cohen	НММН
Rhea Gundry	НММН
Eugene Reindel	НММН
Mary Ellen Eagan	НММН
Diana Wasiuk	НММН
David Full	RS & H
Timothy Middleton	PANYNJ
Jim Munday	PANYNJ
Ed Knoesel	PANYNJ
Diane Papaianni	PANYNJ
Julio Pereira	PANYNJ
Katie Winfree	PANYNJ GOCOR
Adeel Yousuf	PANYNJ

Public:

Name	Organization/Affiliation
Eric Raboin	The Jones Payne Group
Jeff Morgan	Forest Hills Community Organization
Wynnie-Fred V. Hinds	Stepping Stones Resources
	Weequahic Park Association
Douglas Freedman	Weequahic Park Sports Authority

Welcome and Introductions

Kristen Ahlfeld (HMMH Study Team) began the meeting by welcoming attendees and members of the public to the ninth meeting of the Newark Liberty International Airport

(EWR) Part 150 Noise Study Technical Advisory Committee (TAC) and highlighted the agenda for the meeting. Attendees introduced themselves.

Study Process and NCP Development Process

Gene Reindel (HMMH) provided an update of study progress to date as well as a brief overview of the NCP program development process (see Slides 5 and 6 of the presentation)¹. He stated that this meeting will focus on an introduction to land use strategies and that programmatic strategies will not be discussed for another 2 to 3 meetings. He noted that discussing programmatic measures would be premature and should not occur until the noise abatement and land use measures have been further developed.

Recently FAA-Approved NCP Measures

Gene requested TAC member feedback and comment on the spreadsheet of recently approved NCP measures, presented by Lindsay Butler (FAA) at TAC Meeting #8; he noted that the spreadsheet was also circulated to TAC members via email (see Slide 7 of the presentation).

Jerome Feder (Newark Airport Community Roundtable) noted that, based on the information presented in the spreadsheet, it appeared to him that FAA favored land use measures over measures that required a Part 161 Study. Gene stated that FAA typically approves land use measures because they are no cost to FAA and because it is up to the local jurisdictions to administer and control them. Gene stated that while these measures have been coordinated with the local jurisdictions throughout the NCP process, what actually gets implemented by the local jurisdictions is out of FAA and Port Authority control. Andrew Brooks (FAA) added that FAA favors land use measure because they are relatively easy to implement. He added that Part 161 Studies require the project sponsor to demonstrate they have tried all other means of noise mitigation, and therefore, have no other options other than a Part 161; the Part 161 Study process is a costly process and is typically counter to the funding mechanisms FAA already has in place. Andrew added that FAA would prefer to focus on



¹ TAC Presentation materials can be found on the project website (http://www.panynipart150.com/EWR_TAC.asp); slides will be referenced in this meeting summary.

areas where measurable benefits can be achieved first, before embarking on the Part 161 process. Gene stated that the TAC should think of the Part 150 process as trying to achieve zero (0) incompatibilities; if through other means zero incompatibilities can be achieved, then a Part 161 is not needed. Jerome questioned the likelihood of achieving zero incompatibilities at EWR. Tim Middleton (PANYNJ) added that it is too early in the study process to know definitively, but the PANYNJ's goal is to try to achieve zero incompatibilities.

NCP Measured Proposed During the NEM Public Comment Period

On slides 8 through 11 of the presentation, Gene reviewed the NCP measures proposed by members of the public or TAC members during the 30-day NEM public comment period. He noted that the Study Team will be addressing each of the comments received in the NEM that pertains to the NCP phase of the project per Part 150 requirements. Gene also stated that comments regarding TEB will be addressed only to the point where they affect EWR procedures, as they are two independent studies.

Jerome Feder noted that Robert Belzer (not present) looked at EWR operations data through September 2016 and EWR operations are running substantially higher than the forecasts. Gene agreed that operations versus forecasts could be different due to a number of reasons including the FAA's slot rule change and that the Study Team will evaluate the full effects of such changes in October when more data is available from the slot rule change. Jerome stated that Robert Belzer's analysis was pre slot rule change and that the numbers were higher for both 2016 and 2021. Tim Middleton (PANYNJ) noted that the PANYNJ has committed to looking at a full year of slot rule change data and re-evaluating the NEM if necessary. He stated that he does not think the forecasts prepared for the Part 150 are inaccurate and that the PANYNJ is aware that operations are trending higher; he is not expecting the higher numbers to have a significant impact on the NEM. Andrew Brooks (FAA) added that per Part 150, the PANYNJ is required to keep the NEMs current; it is better to get something in place now and then go back and make adjustments if needed.

Jerome also noted there were problems prior to this Part 150 Study in areas to the west of EWR; he urged the team to <u>not</u> fix areas that have already been fixed or mitigated by the FAA previously. Gene commented that the PANYNJ is focused on reducing incompatibilities,

while also showing a benefit within the 65 DNL; he noted that some measures may have effects in other areas.

Results of TAC Brainstorming Results

A total of 33 measures were proposed for assessment during the TAC brainstorming session conducted at the November meeting (see Slides 12 through 18 of the presentation). Gene asked TAC members if there were any other measures that should be added to the list. The following comments/discussion was provided by TAC members:

- Preferential Runway Use Measures (Slide 14)
 - Russ Halleran (FAA ATCT) noted that the flip-flop runways noise abatement measure has been tried in the past and it has not been adopted due to congestion, runway incursion, and safety issues.
 - Joe Lepis (Newark Airport Community Roundtable) asked about runway use and if the PANYNJ has looked at population counts north and south of the airport to see if a particular runway direction would impact fewer people.
 Jerome Feder responded that population counts north and south of the airport are similar.
 - Gene noted that in the City of Newark there is more opportunity to fly over compatible land uses/industrial lands. He noted that moving a flight track over compatible land and then using a preferential runway could be done in concert to maximize benefits.
- Arrival/Departure Procedures (Slide 15)
 - Jerome Feder commented, in terms of departure dispersals, that it was
 evaluated in the Airspace Redesign EIS and noise impacts increased
 substantially. He noted that in terms of traffic management, the EIS evaluated
 departure intervals during the day, but that seemed to hurt rather than help.
 He recommended that the Study Team review the EIS. Gene commented that
 the contours were larger back when the EIS was prepared and that for today,
 there is not as much opportunity for dispersals to affect the contours.



 Jerome also questioned the amount of noise coming from arrivals and whether it was possible to disperse arrivals. Gene responded that arrival dispersing would be counter to the efficiency of the airspace.

Preliminary Noise Modeling Results of Noise Abatement Measures

Since the November TAC meeting, the Study Team was able to model some of the noise abatement measures suggested by TAC members (see Slides 18 through 28 of the presentation). Gene requested that TAC members keep thinking of possible measures and send them to him or Tim Middleton.

Increased Crosswind Runway (11/29) Use (Slides 19 through 23)

- General Discussion:
 - Glenn Morse (United Airlines) questioned whether the numbers reflected actual performance. Gene stated that for this noise abatement scenario, aircraft would be arriving and departing on this runway.
 - Robert Gibney (FAA ATCT) noted that it would not be realistic to double
 departing aircraft on 11/29, however doubling the arrivals would not be a
 problem. He also questioned whether there was a difference between east or
 west departures and how that was broken down.
 - Gene stated that while it would be unrealistic to put 100 percent of operations on a crosswind runway, the Study Team needed to test the extreme condition to see if there was a benefit.
 - Joe Lepis (Newark Airport Community Roundtable) commented that since arrivals are noisier in Jersey City and Bayonne, those cities would be subject to increased noise under any of the arrival scenarios. Gene responded affirmatively, but then reminded the TAC members that these preliminary analyses were about determining whether there would be noise benefits.
 - Jerome Feder questioned the doubling of arrivals and departures and whether that meant twice as many operations as of what exists now on 11/29. Jessica responded affirmatively and stated that the ratio for runway utilization remains constant.

 Joe Lepis questioned whether the current use of Runway 11/29 is between 9 and 13 percent. Jessica responded that it is closer to 5 percent.

• Double Crosswind Departures

- Steve Kapsalis (FAA) clarified that increasing the number of east departures
 has a negligible effect on the contour. Gene responded affirmatively and
 states that there would be no benefit from the extreme condition.
- Robert Gibney (FAA ATCT) questioned whether the results were for 2021 forecast years. Gene responded affirmatively and stated that 2021 was being used as the baseline.
- o Glenn Morse questioned whether the analysis was done for departures on 29 and 11 and if those aircraft were taken off of Runway 4s or 22s. Gene responded affirmatively to both questions. Andrew Brooks (FAA) reminded TAC members that the analysis was conducted for an average annual day. Jessica Cohen (HMMH) stated that operations were taken off from Runways 4L, 4R and 22L and 22R and put on 11/29, but the operations that were removed were done at the same ratio of runway utilization.

• 100% of All Arrivals to Crosswind Runway

- Gene stated that there would be a noise benefit; populations within the 65 contour would be reduced, however noise would be added to other areas.
 This could be looked at by FAA as shifting of noise so this measure may not be possible as the FAA discourages shifting of noise from one community to another.
- Jerome Feder questioned what made this measure impossible. Gene stated
 that going down to a single runway for arrivals all the time, plus the shift
 wind patterns, would not allow this scenario to be operationally feasible for
 EWR. He said the analysis was conducted to show the extreme conditions
 and if there was a benefit.
- Joe Lepis noted that there are plans for approximately 4,000 new residents to the waterfront area in Jersey City. Gene stated that those residents were not included in the analysis since they do not yet exist. Therefore, the net change shown in the analysis do not include these planned residents.



- 100% of Nighttime Operations to Crosswind Runway
 - Gene stated that this could possibly be seen as shifting noise, therefore this
 measure is probably not realistic. He then stated that doubling nighttime
 operations to 11/29 would result in some benefit but it would take a major
 shift in operations.
 - Andrew Brooks questioned whether any of the TAC members knew the demographics of the affected area of Jersey City. Joe Lepis stated that the area is comprised mostly of housing projects; however, Jersey City is looking to develop land along the Hackensack River into high-density residential
 - Jerome Feder questioned whether the Study Team could break the analysis out into nighttime and daytime operations? Gene stated that yes, that would be possible.
 - Robert Gibney (FAA ATCT) commented that FedEx has stated that they need
 to use Runway 4/22 because of weight. He added that there are a lot of
 nighttime operations that cannot use crosswind runways. Jerome Feder
 questioned whether they need the longer runway for arrivals or just
 departures. Russ Halleran (FAA ATCT) responded that it is needed for both.
 - Joe Lepis questioned whether this measure takes into consideration south flow and noted that there was nothing to indicate that the air traffic is arriving from the south. Gene stated that the Study Team has not built new flight tracks. Tim Middleton added that there are no modeled flight tracks from the south in this scenario.

Moving start of takeoff-roll on Runways 4L/22R and 4R/22L (Slides 24 through 26)

- General Discussion
 - There was some confusion on whether the modeling moved the arrival point or departure point of aircraft. The modeling moved the departure point or the point on the runway aircraft begin the start of takeoff roll.
 - Gene noted that there is a really small change, so this measure would probably not work.

- Robert Gibney (FAA ATCT) noted that if you increase the displaced arrival thresholds, pilots have less runway length for landing.
- Jerome Feder (EWR Roundtable) commented that moving the departure point may reduce noise on EWR property, but may also add noise out in the community.
- Glenn Morse commented that in the grand scheme of things, the noise benefit would be miniscule.
- Tom Bock (PANYNJ) stated that if the landing runway distance was shortened (i.e., shortened the runway length for arrivals) pilots would have to use higher thrust reverse to stop the airplane and the increased use of thrust reversers should be analyzed.

Offset Approach to Runways 22L and 22R (Slides 27 through 29)

- General Discussion
 - Jerome Feder questioned whether the technology is available to do this procedure. Glenn Morse responded affirmatively.
 - Rich Teilborg (Southwest) noted that this is not an optimal procedure and stated that an RNP would be preferable.
 - Glenn Morse noted that an aircraft can have a curved approach procedure, but the straight in for the final approach will not change; it may benefit the community, however it is ultimately a safety issue for where the pilot should line up to land the aircraft.
 - Jerome Feder questioned whether the TAC would be receiving a better
 description of the difference between offset approach and an RNP, as he was
 having trouble depicting what these were. Glenn Morse concurred and stated
 it would be interesting to see the modeling depiction as that may provide the
 information.
- Offset Approach to 22L/R Nighttime
 - o Gene noted that there would be a benefit from this measure.
 - Steve Kapsalis (FAA) noted that a procedure can only be called offset up to 3 degrees; beyond that it would be called an LDA approach because its greater than 3 degrees. Robert Gibney (FAA ATCT) questioned whether that would



- still apply if the aircraft came back to runway centerline. Glenn Morse noted that there could be a variety of configurations.
- Gene stated that the Study Team tried to put the flight track over industrial area
- Glenn Morse noted that this would probably be a good weather approach
 due to probability of pilots missing the approach. However, he added that it
 may be able to be made into something that is flyable with coordination with
 FAA.
- Joe Lepis (EWR Roundtable) questioned whether the offset was applied to follow the Turnpike. Gene responded negatively, and stated that the track was moved to fly over more compatible (industrial) land uses in the Ironbound area.
- Offset Approach 24 hours of all Arrivals to Runway 22 L/R.
 - Gene stated that he did not know whether having two offset procedures was feasible.
 - Andrew Brooks noted that there could be issues with TEB and LGA airspace.
 Gene noted that the Study Team would need to look at that more.
- Offset Approach to Runways 22L (75% Nighttime)
 - Gabe Andino (AvPORTS/TEB) noted that this procedure would actually help TEB
 - Jessica Cohen (HMMH) noted that the procedure straightens out lining up with the runway at 0.85 nautical miles (NM) before touchdown. Glenn Morse noted that distance is a little small and that a mile and a half would be preferred.
 - Gene noted that there would be a lot more to analyze with this measure but it does show a possible benefit. He stated that public perception would also need to be considered, as some residents would be removed from being eligible for noise mitigation.
 - Gene questioned whether pilots have to be on centerline approach 1.5 miles out, noting that this would reduce the noise benefit.

- Jessica Cohen questioned whether the procedure needs to be straightened out completely at 1.5 miles, or can it start to straighten at 1.5 miles.
- Rich Teilborg (Southwest) stated that Southwest does not fly offset procedures and that pilots need to be lined up with the runway at 1,000 feet Above Ground Level (AGL).

Land Use/Noise Mitigation Measures

David Full (RS&H) presented an introduction to land use noise mitigation measures (see Slides 29-44). He noted that in New Jersey, municipalities have land use jurisdiction; the Study Team met with many of the municipal planners within the EWR Part 150 Study Area to start discussions about some land use noise mitigation measures that could be considered. TAC member discussion included the following:

- Real Estate Disclosures (Slide 31):
 - Dave noted that the Study Team will coordinate further with the New Jersey
 Association of Realtors on how to amend their standard disclosure form.
 Currently this form does not contain any information about airport noise or aircraft flyovers.
 - Joe Lepis questioned whether the information would be provided to only people buying property within the 65 contour. Dave stated that it is a statewide form, so it could apply to other areas, and that it is really up to the buyer to inform the seller. He added that right now, there is no legal grounds for disclosure and in some cases realtors have fought back against disclosing for airport noise.
- Building Codes (Slide 34)
 - o Dave noted that New Jersey has adopted the National Building Code.
 - Joe Lepis questioned whether municipalities can make changes to the national building code. Dave responded affirmatively and stated that communities cannot have lesser requirements than the state code, but can adopt more stringent codes if desired.
- Cooperative Land Use Agreement (Slide 35)



- Dave stated the PANYNJ could enact agreements with each municipality to help review development plans and other airport-noise/land use related inquiries
- Joe Lepis questioned whether the PANYNJ currently has an office that these
 inquires can be sent to or would a new office need to be created. Tim
 Middleton stated that he was not sure whether this would be a changing role
 or new role, but PANYNJ does not have anything in place right now.

Major Categories of Noise Mitigation Measures

Preventative land use measures/strategies are listed on Slide 38 of the presentation, and were discussed by Gene Reindel (HMMH). He stated that the purpose of this discussion is to provide TAC members an introduction to these measures so they can become more familiar with the terminology and start thinking about what may be appropriate for their communities.

- Sound insulation (Slide 39) Gene noted that this is one of the most common strategies that receives the most funding, but is a costly measure. Sound insulation includes installation of acoustical treatments to bring existing interior noise levels down to or below 45 DNL for single and multi-family residences, educational facilities, places of worship and health care facilities.
 - o Wynnie-Fred V. Hinds (Public) questioned whether the PANYNJ will provide funding for sound insulation. Dave Full (RS&H) stated that if the PANYNJ recommends sound insulation as a measure within the NCP and the FAA approves it, then the PANYNJ will need to apply for grants in order to fund the program. Typically, sound insulation programs are funded 80% by the FAA and 20% by the airport sponsor or local community.
 - Tim Middleton (PANYNJ) stated that the PANYNJ has not committed to any of these measures yet so more evaluation will be done over the course of this year. He reminded TAC members that mitigation measures only apply within the 65 DNL.
 - Joe Lepis (Newark Airport Community Roundtable) noted that Slide 39 has an inconsistency between 65 DNL noise contour and 45 dB requirement, which

would be at nighttime when most of the noise-sensitive institutions would be closed. Gene stated that there is no inconsistency; the requirement is not saying a 5 dB difference is needed from outside to inside; rather there would need to be a 5dB improvement in noise level reduction. He noted that some homes have sufficient insulation that bring them under the 45 dB requirement. Joe Lepis responded that only a closed building provides adequate insulation – once doors/windows are open, then the benefit is lost. Gene stated that maybe sound insulation is not the best strategy for those situations where windows and doors are to be open.

- Land acquisition (Slide 41) Gene noted that land acquisition for noise purposes would not be eminent domain and would need to be done very carefully.
 - o Andrew Brooks (FAA) commented that when this process has been used at other airports, it is done on a voluntary basis; owners would need to approach the airport sponsor and the property would be acquired under the Uniform Relocation and Assistance Act. He also noted that there are very strict standards for how "noise land" is treated and that there are a lot of elements to the process that would need to be vetted.
 - Joe Lepis noted that the airport sponsors would probably be more interested in purchasing development rights as opposed to entire properties. Andrew stated that this is not necessarily the case.
- Easement acquisition (Slide 42) Gene noted that the most common easements are avigation easements.
 - Tim Middleton commented that if an easement is purchased for a property within the 65 DNL, the property is considered "treated" and would be considered a compatible land use.
 - Joe Lepis questioned that if a property was made compatible through an
 easement, would that easement or treatment need to be disclosed in real
 estate documents. Gene responded affirmatively that the easement would be
 attached with the deed and passed on to future buyers.
 - Gene noted that easements are typically part of sound insulation and positive ventilation measures. It is also possible to make a one-time payment to the



property owner through an avigation easement. He stated that it is rare that mitigation is just the easement, typically easements are integrated within a residential sound insulation program.

On-airport noise barriers (Slide 43) – Gene noted that these are really not
appropriate for EWR; the Study Team will review this measure, however a benefit is
not expected due to operations from ground activities are not causing the contours
to extend into incompatible land uses.

Implementation of Noise Mitigation Measures

Gene Reindel (HMMH) also presented an introduction to the implementation of the noise mitigation measures discussed during the meeting. He highlighted implementation responsibility, cost, and implementation timeframe for each NCP measure (see Slide 44 of the presentation). Gene noted that noise mitigation programs take a long time to implement and that they are expensive. He also noted that the estimated costs presented in the table do not reflect current real estate prices in New Jersey.

Andrew Brooks commented that Philadelphia International Airport just re-opened their noise program as mitigation for an EIS; sound insulation for that airport is averaging approximately \$100K per house.

Jerome Feder commented that 2 to 3 decades seems too long to implement the program. Suki Gill (FAA) commented that the FAA just finished a program for the Buffalo airport; that program was able to sound insulate 1,500 homes since 2008, which was about 150 to 200 homes per year. Andrew Brooks noted that the Buffalo program was unique in that it consisted of mostly similar homes (style/construction/layout) and one church; he noted that at EWR there are varied building types, which may make the program a little more difficult.

Gene stated that 200 homes per year is quite aggressive. Glenn Morse noted that some of the programs in Los Angeles and San Francisco have been going on for decades.

Jerome Feder questioned whether the main reason for the hold-up is money. Andrew Brooks noted that sound insulation is specialty work and that only certain contractors can do it. Suki Gill added that there were no issues in Buffalo and that the program ran very smoothly; she added that the benefit in Buffalo was that it was all very similar housing,

which is not the case here at EWR. Andrew Brooks noted that the school sound insulation program took much longer in the New York Metropolitan Area than in other areas.

Jerome Feder questioned why PANYNJ couldn't use more than one contractor to cover more houses. Gene stated that sound insulation is a huge undertaking and the PANYNJ would have to find a way to manage all of the work and all of the subcontractors.

Tim Middleton reminded TAC members that the PANYNJ is currently undertaking four Part 150 Studies, so there is going to need to be some parity between the programs so that one study is not favored over the other. Gene added that he provided this information so that the group can start thinking realistically about how long these programs take to implement. Jerome Feder commented that if this program was really important and put at the top of the priority list, that it could go faster. Andrew Brooks stated that the FAA and PANYNJ do not want to establish unrealistic expectations and that the speed of which these programs gets carried out is subject to many factors; however, the first grant that would be issued would be for the development of a mitigation plan.

Next Steps/ Final Comments

Gene stated that the Study Team is going to continue with the development of noise abatement measures and continuing to talk to PANYNJ and FAA about what may be realistic for EWR. The Study Team is also going to continue to talk with local planners about potential land use strategies. He stated that the Study Team is still focusing on noise abatement so recommendations can be developed in order to know more precisely the resulting noise benefits and where land use strategies should be targeted.

Jerome Feder questioned whether it would be possible to look at changes in departure procedures? Gene responded affirmatively and stated that the Study Team needs to address those in one way or another; some we might be able to simply write off, others will need more analysis. He added that there is a lot more data and analysis coming in the near future; the Study Team wants to give the TAC a sense as to what it takes to actually change the contours. He stated that the group needs to think more aggressively to get to zero incompatibilities.



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Tom Bock (PANYNJ) acknowledged and thanked Ed Knoesel, who is retiring after 30 years of service.

Jerome Feder commented that he was bothered that the discussions at the last meeting focused on arrivals and not departures. Tim Middleton stated that the Study Team has not modeled all of the departure procedures yet and more of that information will be presented at the March TAC meeting. Gene added that it is going to be difficult to show a benefit from departures; he noted that many comments that were received wanted aircraft to turn left on departures, and they are already doing that. He stated he is unsure how much further the Study Team can go with departures. Jerome Feder suggested narrowing the pattern from current operations where aircraft are spread over a large area. He suggested an RNAV departure to concentrate tracks into a single/couple of streams. Gene Reindel responded that many strategies have been employed and the team does not know if any significant difference can be further achieved from departures. However, the Study Team can look into concentrating the departure tracks.

Upcoming Meetings

- The next TAC Meeting #10 is scheduled to be held on Thursday, March 30, 2017 from 9:00 am to 12 pm.
- TAC Meeting #11 is tentatively scheduled to be held on Friday, May 19, 2017 from 9:00 am to 12:00 pm.

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THE PORT AUTHORITYOF NEW YORK & NEW JERSEY

Technical Advisory Committee #10

14 CFR Part 150 Study – Newark Liberty International Airport

March 30, 2016 - 9:00 AM to 12:00 PM (scheduled time)

Attendees:

TAC Members (and Alternates):

Name	TAC Member Organization/Affiliation	In Attendance
Bill Huisman	Aviation Development Council (ADC)	✓
Philip Santos	Airlines (Cargo), FedEx	✓
George Hodgson	Airlines, Southwest Airlines (SWA)	✓
Rich Teilborg	Airlines, Southwest Airlines (SWA)	✓
Harel Margaritz	Airlines (Passenger), United	
Glenn Morse	Airlines (Passenger), United	✓
Gabriel Andino	AvPORTS TEB Staff	
William Holzapfel	City of Elizabeth	
Phyllis Reich	City of Elizabeth	✓
Joseph DiVincenzo, Jr.	Essex County	
Sanjeev Varghese	Essex County	
David Antonio	Essex County	
Andrew Brooks	Federal Aviation Administration (FAA)	✓
Lindsay Butler	FAA	✓
David Fish	FAA	
Zack DeLaune	FAA Airports District Office (ADO)	
Suki Gill	FAA Airports District Office (ADO)	✓
Steven Kapsalis	FAA ADO	✓
Robert Gibney	FAA Airport Traffic Control Tower (ATCT)	✓

Name	TAC Member Organization/Affiliation	In Attendance
Russell Halleran	FAA ATCT	✓
Tom Malone	FAA Flight Standards District Office	
Mark Guiod	FAA TRACON	
Steve McClain	FAA TRACON	
Michael Porcello	FAA TRACON	
Christine West	FAA New York TRACON	
Eric Richardson	FBO, Signature Flight Support	
Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)	
Alturrick Kenney	City of Newark	
Robert Belzer	New Jersey Citizens Against Airport Noise (NJCAAN)	
Michael Kroposki	New Jersey Coalition Against Aircraft Noise (NJCAAN)	
Norman Dotti	Newark Airport Community Roundtable	
Joe Lepis	Newark Airport Community Roundtable	✓
Steve Brown	National Business Aviation Association (NBAA)	
Ricky Ahmed	Newark International Carriers (NICC)	
Chip Hallock	Newark Regional Business Partnership (NRBP)	
Barbara Kauffman	Newark Regional Business Partnership (NRBP)	
Tom Bock	PANYNJ EWR Staff	
Frank Radics	PANYNJ EWR Staff	✓
Chris DiCicco	Staten Island	
Jason Razefsky	Staten Island	
Jim Shipp	Staten Island	✓
Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)	
Bruce Bergen	Union County	
Al Faella	Union County	
Jerome Feder	Union County Freeholder Air Traffic Noise Advisory Board	✓



Study Team:

Name	Organization/Affiliation
Kristen Ahlfeld	FHI
Leslie Black	FHI
Jessica Cohen	НММН
Rhea Gundry	НММН
Eugene Reindel	НММН
David Full	RS & H
Jane Herndon	PANYNJ
Xiaobo Liu	PANYNJ
Timothy Middleton	PANYNJ
Jim Munday	PANYNJ
Katie Winfree	PANYNJ GOCOR
Adeel Yousuf	PANYNJ

Public:

Name	Organization/Affiliation
Wynnie-Fred V. Hinds	Stepping Stones Resources
	Weequahic Park Association

Welcome and Introductions

Kristen Ahlfeld (HMMH Study Team) began the meeting by welcoming attendees and members of the public to the tenth meeting of the Newark Liberty International Airport (EWR) Part 150 Noise Study Technical Advisory Committee (TAC) and highlighted the agenda for the meeting. Attendees introduced themselves.

Study Process and NCP Development Process

Gene Reindel (HMMH) provided an update of study progress to date and stated that the project is well into the Noise Compatibility Program (NCP) development process (see Slides

5 through 7 of the presentation)¹. The Study Team has begun to identify land use strategies and is continuing to meet with the local jurisdictions to obtain input; the results of the land use meetings will be presented at the next TAC meeting. Gene stated that the Study Team is continuing to evaluate noise abatement measures; after the next TAC meeting the Study Team will begin to develop a plan that will provide the draft noise abatement strategies, land use measures, as well as programmatic measures and also how the plan will be implemented.

Recently FAA-Approved NCP Measures

Lindsay Butler (FAA) presented a spreadsheet of NCP strategies recently-approved by the FAA; Lindsay noted that the spreadsheet has been shared at previous TAC meetings and via email, however, if needed it can be shared again. She focused on the land use tab and stated that land use measures essentially focus on things that can be done on the ground to help mitigate aircraft noise in the air. She provided examples of easements, and noted that in Chicago, at O'Hare and Midway airports, cities surrounding these facilities have adopted zoning and building code guidebooks. Lindsay also stated that the FAA does not have jurisdiction over local land use and zoning, so therefore, FAA can only recommend land use measures. She stated that airport zoning overall is very complex and varies by airport; airport zoning does have some negativity associated with it in some cities, but in the long run is usually a good idea, and needs buy-in from communities. Other examples in the spreadsheet include guidebooks for home builders on how to mitigate aircraft noise within their footprint, annexation, and enhanced comprehensive planning. She reminded TAC members that the measures included in the land use tab of the spreadsheet are recommendations and not requirements; these items will help better plan for the infrastructure and other activities that are happening in and around an airport.

Gene noted that the two big measures that people tend to notice within their neighborhood or community are land acquisition and sound insulation. Joe Lepis (Newark Airport Community Roundtable) asked about the cities and airports that Lindsay referenced and questioned whether measures were applied within the 65 DNL, or whether any land uses are



¹ TAC Presentation materials can be found on the project website (http://www.panynipart150.com/EWR_TAC.asp); slides will be referenced in this meeting summary.

protected below 65 DNL. Lindsay noted that in Chicago the only use mitigated or protected below 65 DNL are schools; these facilities are sound insulated based on a 60 DNL. She stated that the City of Chicago, O'Hare and Midway Airports, and surrounding communities signed resolutions that allow sound insulation down to 60 DNL for schools; she noted that this does not apply to residential and that residential is still evaluated within the 65 DNL. In Minnesota, the airport zoning is tied to safety and not aircraft noise. Joe Lepis (Newark Airport Community Roundtable) noted that based on the data shown at previous meetings that the greatest influence to the 65 DNL are due to nighttime flights and questioned why a school would need sound insulation if it is not used at night. Lindsay Butler (FAA) stated that schools are evaluated using an 8-hour Leg; she added that schools are included in the NEM, however they are evaluated using a separate metric because they are not open at night. Joe Lepis guestioned whether the sound insulation at 60 DNL is only for Chicago or could it be applied to other areas like EWR. Lindsay stated that it only applies to Chicago right now; she noted that FAA allows communities with airport zoning to sign a resolution to apply sound insulation below the 65 DNL. Lindsay stated that if all of the communities agree, then those structures become potentially eligible for sound insulation, but cautioned that it is very difficult to get below 65 DNL.

Gene noted that noise protection zones have been implemented at some airports, and stated that those do not have to be tied to the 65 DNL. He stated that these zones are enacted at the local level and can be tied to a specific geographic boundary, which may be larger than the 65 DNL, rather than being constrained to the boundary of the 65 DNL. Lindsay Butler (FAA) agreed with Gene and stated that the federal threshold for mitigation is 65 DNL, so anything outside the contour would not be eligible for federal funding but could help the community establish a noise boundary.

Joe Lepis (Newark Airport Community Roundtable) questioned that aside from Elizabeth and Newark, whether there are any other communities with property located below the 65 DNL. Dave Full (RS&H) stated that there are 3 jurisdictions with property below 65 DNL including Newark, Elizabeth, and the City of Linden. Dave noted that in meetings with each jurisdiction, the concept of overlay zones has been discussed; planners have asked for copies of the 60 and 55 DNL contours so they can see those boundaries. Joe questioned

what municipal departments or municipal staff members the Study Team has met with. Dave stated that at this point in the study process, meetings have been held with municipal planners; meetings in Elizabeth and Newark have not included City Council members. Linden is a smaller community, so the Study Team has had more access to staff, so a City Council member was present at that meeting. Dave stated that decisions are not being made at these meetings, so it is not necessary to involve City Council members at this time.

Joe Lepis (Newark Airport Community Roundtable) questioned whether there was a reason Study Team members were only talking to planning departments and not zoning. Dave stated that in Elizabeth, the Study Team spoke with not only the planners but also with the city attorney, who has been very involved in the EWR Part 150 TAC. Dave also noted that there were about 6 or 7 people from various levels of government present at the meeting in Newark. Wynnie-Fred V. Hinds (Public) questioned whether the land use meetings were open to the public. Gene Reindel (HMMH) stated that the meetings were not open to the public and that the purpose was to talk about the initial land use strategies; the Study Team explained the material presented at the public workshops, making sure that the staff at each jurisdiction were aware of the Part 150 process and understood the NEM. Tim Middleton (PANYNJ) stated that everything discussed at the Land Use planning meetings was also discussed at the TAC meetings, which are open to the public, and that the Land Use meetings are a form of outreach to planning departments and municipalities that may not be able to attend TAC meetings. Wynnie-Fred Hinds (Public) commented that no announcements were made about these meetings by the City Council. Lindsay Butler (FAA) stated that City Council would not announce these meetings as they were educational, aimed at bringing municipal and city staff up to speed on the process and sharing information with them on what could be included in the project; no decisions are being made at this point as many of the strategies have not been evaluated yet.

Tim Middleton (PANYNJ) stated that the public will get the opportunity to comment on all strategies put forth in the NCP. Gene added that a public hearing will be held to discuss the proposed NCP measures and for the public to make comments. Joe Lepis (Newark Airport Community Roundtable) questioned whether the public meetings would be held in individual municipalities or as part of the roundtable and questioned where the land use



meetings have been taking place. Gene stated that this discussion is being postponed until the next meeting, when more information on the land use meetings will be presented to the TAC. He added that the Study Team has typically been meeting with planners and other staff in their offices. He noted that there are a few more meetings that still need to take place between EWR and TEB and that more information will be provided at the next TAC meeting.

Lindsay stated that another measure listed in the spreadsheet that an airport can do, if space is available, is to construct a noise barrier or buffer that helps prevent noise from traveling out to the community; noise buffers and barriers are commonly used around the country. She also added that land acquisition can also be used as a measure; however, she was unsure whether land acquisition would be applicable to EWR. Gene stated that the Study Team is going to evaluate land acquisition as a potential NCP measure, but that it would be up to PANYNJ to decide whether or not to include it in the NCP. Sound insulation is probably the most common measure that people are most familiar with. Lindsay stated that, per Part 150 regulations, if a sound insulation program was adopted, only structures within the 65 DNL would be eligible for sound insulation, and that those structures would also be subject to interior noise testing to determine whether interior noise levels are at or above 45 DNL. She stated that it is typical for airports to offer several different implementation options: a "one size fits all" package or there could be several different packages based on construction type, neighborhood and other factors.

Joe Lepis (Newark Airport Community Roundtable) questioned whether the interior 45 DNL measurement was an extrapolation from the exterior and what factors the 45 would pass or fail on. Lindsay stated that it is not a pass-fail test and that it is a numerical testing based on the type of construction of the building, done with windows closed.

Gene stated that the TAC is going to review the land use measures at the next meeting in May and asked TAC members to please review the measures in the spreadsheet. He also suggested that TAC members begin reviewing the programmatic measures in the spreadsheet as the TAC will start discussing those measures after the summer.

Joe Lepis (Newark Airport Community Roundtable) questioned whether the towns are concerned about whether the Part 150 Study would affect new sources of rateables or new

sources of taxes coming in to the town. Dave Full (RS&H) responded that this had not been identified as a problem at the meetings with towns for either EWR or TEB. Lindsay Butler (FAA) added that once the NEM is accepted by the FAA, when someone knowingly builds a home within the 65 DNL, they would not be eligible for federal money. Joe Lepis (Newark Airport Community Roundtable) questioned how that information would get to the builder or perspective purchaser. Gene stated that this is an example of the types of land use measures that need to go into the NCP and that many of the towns were amenable to restrictions within the 65 DNL. He added that one of the measures that needs to be looked at further is updating building codes for new construction. Tim Middleton (PANYNJ) added that one of the programmatic measures could be for the PANYNJ to inform land use planners in towns for a particular area within the 65 DNL and the ramifications of developing there.

Lindsay Butler (FAA) added that some towns have also adopted a voluntary real estate disclosure; FAA has been coordinating with the National Association of Realtors, however, they are not very amenable to this idea. Lindsay added that the real estate disclosure has been debated at the highest levels, including Congress, and would be similar to disclosures for homes within flood zones; she added that FAA believes it is more beneficial to work with local jurisdictions on the voluntary disclosure. Dave Full (RS&H) stated that he has had conversations with the New Jersey Association of Realtors, and they do have a standard disclosure, however it does not mention aircraft noise. He added that the language in the disclosure was passed by the New Jersey legislature, so any change to the language may require approval from the Legislature. Lindsay Butler (FAA) commented that a potential NCP measure could be to draft language for the New Jersey Legislature to revise the disclosure form.

Joe Lepis (Newark Airport Community Roundtable) questioned whether the posting of the 65 DNL create a defect in the property that would need to be disclosed in a real estate document. Lindsay Butler (FAA) stated that would be a legal question, but that in her experience, she has not ever run across a property that was deemed to have a noise affected defect. Tim Middleton (PANYNJ) added that it would be up to the land use jurisdiction to determine that.



NCP Measures Proposed During the NEM Public Comment Period

Gene Reindel (HMMH) introduced Rhea Gundry (HMMH) and stated that the Study Team compiled a table (see Slides 9 through 15 of the presentation) that presents the noise abatement measures that need to be evaluated as part of the NCP process; these measures were proposed through the TAC brainstorming, subsequent TAC discussions, or were received as public comments on the Draft NEM. He asked that the TAC review the tables before the May TAC meeting and let the Study Team know if anything should be added; he stated that the Study Team would like to finalize this list so the analyses can be completed on noise abatement measures.

Rhea stated that the tables focus on the 5 categories of noise abatement measures required by Part 150, plus another category, Airspace, that came out of TAC and public comments. All total, 23 different categories of noise abatement measures were received and all need to be analyzed. Rhea stated that the goal would be to have the tables filled out completely, with check marks in the "Analysis" column and noise benefits, if any, determined. She reminded TAC members that a noise benefit is defined as a benefit within the 65 DNL. If there are measures that provide benefit outside the 65 DNL, they will be disapproved for the purposes of Part 150, therefore the Study Team is focusing on benefits within the 65 DNL.

- Flight Tracks (Slide 9) 6 categories of measures were proposed. TAC discussion included the following:
 - o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) stated that there is some overlap between items #6 (Turn departing aircraft east (parallel runways), #1 (Utilizing flight tracks over compatible land uses), and #3 (analysis of south flow departure routes). He also questioned why the Study Team had marked some of the measures as done, especially items #4 (disperse aircraft operations) and #6. Rhea reminded that the asterisk next to the measure means that it will be discussed at this TAC meeting. Gene recognized the overlap between measures and stated that none of the analyses will take place in a vacuum; however, for analysis purposes each

- measure was broken out to see if there were any initial benefits. Gene also added that in reality to do one of the measures, may actually require doing three. Rhea also added that for the categories of measures proposed, a specific comment was received for that category.
- o Phil Santos (FedEx) questioned who determines if there is a noise benefit and how is it determined. Rhea stated that it depends on the measure, but stated that item #2 (northbound departures to turn over Hudson County park) would not need a scientific analysis because Hudson County Park is located outside the 65 DNL so there would not be a benefit based on Part 150 criteria. Gene added that for some measures a modeling analysis will be done. He stated that the main thing to get out of this table is what the Study Team is going to be doing. Tim Middleton (PANYNJ) stated that as the next slides are presented for TAC members to point out things that should be analyzed or analyzed differently.
- Joe Lepis (Newark Community Roundtable) questioned the location of the Hudson County Park referred to in item #2. He noted that there is a big difference between West Hudson Park in Kearny and Lincoln Park in Jersey City. Rhea stated that the commenter provided their address and the park referenced is located in Kearny and outside of the 65 DNL.
- Preferential Runway Use (Slide 10) 7 categories of measures were proposed. TAC discussion included the following:
 - o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) questioned why the noise benefit from item #7 (increased crosswind (11/29) use) was characterized as slight when data presented at the last meeting showed a significant benefit. Rhea stated that the data presented at the last meeting was a sensitivity analysis and that you need to evaluate what is feasible for the airport; it is not feasible to reduce EWR to a single, shorter cross-wind runway. If we put all arrivals on a crosswind runway, it produced a large noise benefit, but the analyses have to also look at functionality of the airport, feasibility, and cost structure and how the airport can still operate as a whole, especially in this conflicted airspace. Tim Middleton (PANYNJ)



- commented that PANYNJ needs to maintain the efficiency of their airports and airspace when the strategies are evaluated and use real world examples.
- o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) also commented that crosswind runway arrivals and nighttime crosswind runway arrivals seemed to have a large effect and questioned whether those two measures were ruled out for other reasons. Gene stated that the Study Team starts with the sensitivity analysis and then drills down to what is actually feasible. Jerome questioned that given how much benefit showed up on one of those slides from the previous meeting, whether there would be a discussion of obstacles to implementation. Gene responded affirmatively and stated that Part 150 requires an explanation of why/why not some measures were chosen; the Study Team will be preparing complete write-up on everything that was done, including the sensitivity analyses.
- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board)
 commented that it appeared that the noise contours for item #7 seemed to
 curve around to the north. Gene stated that the Study Team did not create
 any new routes and that traffic was put on existing routes. Tim Middleton
 (PANYNJ) stated that the existing arrivals to Runway 11/29 that were modeled
 as part of the NEM process are actually what is being flown.
- o Phil Santos (FedEx) questioned whether the measures presented in the tables were documented in more detail in a spreadsheet. He stated that, for example, crosswind runway use will not work for cargo planes. He requested more detail so that he can review and comment on the information. Gene stated that information on these analyses were provided at the last TAC meeting and encouraged members to go back to the materials to review. He added that these tables are meant to keep track of where the Study Team is in the analysis process. Tim Middleton (PANYNJ) stated that possibly by the next TAC meeting the Study Team can compile some additional information to provide a little more specificity as to what each measure actually includes. Lindsay Butler (FAA) stated that this is the first of many discussions on these measures and that Rhea is trying to summarize what was provided and begin

- to weed out measures that will have no benefit vs. those that need to be evaluated further.
- Arrival/Departure Procedures (Slide 11) 3 categories of measures were proposed.
 No TAC discussion.
- Airport Layout Modifications (Slide 12) 4 categories of measures were proposed.
 Rhea noted that noise berms, specifically for run-ups, do not provide any benefit for non-compatible uses in the 65 DNL contour. Gene added that noise berms are effective at reducing ground noise. Tim Middleton (PANYNJ) stated that the Part 150 Study at TEB is considering a noise berm because of residential uses within close proximity of the run ups.
- Use Restrictions (Slide 13) 3 categories of measures were proposed. Rhea stated
 that this is a required Part 150 category and that the public also provided comments
 on use restrictions. Analyses are pending, but note that use restrictions are not
 preferred and intended to be a measure of last resort to obtain compatible land
- Airspace (Slide 14) Rhea stated that this is a new category from public comments
 received. Item #22 (lift restricted airspace over the ocean) will not be carried forward
 as no noise benefit will be received from lifting airspace restrictions over the ocean.
 Rhea noted that item #23 (preserve flexibility in airspace) is a good comment and
 that it is directly related to all other analyses.

Preliminary Noise Modeling Results of Noise Abatement Measures

Jessica Cohen (HMMH) presented the results of some of the analyses done for the noise abatement measures (marked with an asterisk) in the previous tables.

• Disperse Aircraft Operations Arrivals – Item #4 (Slide 15) – Jessica noted that it is difficult to disperse aircraft arrivals very much from the extended centerline of the runway; therefore it probably will not affect the 65 DNL as it is not feasible and for safety reasons, pilots want to be aligned on the runway centerline when approaching the runway. Moving forward, the Study Team will need to evaluate the benefits of dispersal or concentrating flight paths (that commenters have suggested) over incompatible land uses. She noted that an offset approach for Runway 22L could potentially have some benefit to the 65 DNL. Gene Reindel (HMMH) noted that at



the top of the graphic on Slide 15 there is some dispersion of arrival flight tracks, but that it is beyond the boundary of the 65 DNL; he noted that dispersing arrivals will be difficult within area of the 65 DNL. The Study Team is looking at one offset approach, but may not be able to get as much benefit because of the distance needed to be on the extended runway centerline.

- Joe Lepis (Newark Airport Community Roundtable) questioned whether it
 would be possible to have the extended centerline if there were no winds.
 Gene stated that a pilot always wants an aircraft aligned to the extended
 centerline runway.
- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board)
 questioned why the offset approach would not be feasible for Runway 4.
 Gene stated that it could be feasible, but it is not going to have benefit over compatible land uses.
- Andrew Brooks (FAA) reminded TAC members that the biggest factor, especially to the east, is LGA airspace, which is why the dispersion is occurring mostly to the west.
- o Glenn Morse (United) concurred with Andrew Brooks and reiterated his concern about the offset approach and trying to avoid the Ironbound; he stated that pilots have to be aligned on runway and stabilized at some particular point and can do some pretty remarkable things with technology over neighborhoods that are not currently overflown. He also stated that the industry has proposed using both runways for arrival; TAC members need to understand that there are ways to use the runways and through the use of new navigation capabilities, could make an approach like this feasible.
- o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) expressed potential concern over impacts to Runway 22; if you change the way Runway 22L is used or make it a preferential runway, there would be a big impact on Union County. Jessica stated that the contours shown at previous meetings did not take into account any shifting in traffic between the parallel runways. Gene added that the Study Team is looking at runway use and evaluating whether there are ways to modify runway use to get a

- noise benefit. Jerome stated that if the airport starts using 22L for arrivals all the time then it is probably going to want to switch and use it for departures too, which creates a problem in Union County. Tim Middleton (PANYNJ) stated that just because some measures show a benefit does not necessarily mean that the PANYNJ is going to switch and fly that runway or procedure more. He noted that EWR is a mostly 50/50 airport for wind flow, therefore if the analysis shows a benefit on arrivals for Runway 22, it doesn't mean that procedure can be flown all the time due to wind direction.
- Disperse Aircraft Operations Departures Item #4 (Slide 16) Jessica stated that
 aircraft are already dispersing upon departure. She noted that the Study Team is
 trying to balance this measure with other proposed measures such as RNAV
 departure paths to concentrate flight paths. Jessica stated that the Study Team
 received a lot of comments and suggestions to concentrate flight paths over the
 New Jersey Turnpike.
 - Glenn Morse (United) commented that when he thinks of dispersion, he thinks
 of aircraft departing on two separate headings; what the Study Team is
 displaying is a dispersion of flight tracks, not dispersal headings. He stated
 that the aircraft are dispersed because of existing procedures and that new
 RNAV procedures can concentrate, but also disperse flight tracks. Tim
 Middleton (PANYNJ) stated that this is also reflecting the wording of
 comment received.
 - o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) commented that the Study Team needs to say what they mean in terms of dispersing. He stated that the Airspace Redesign suggested dispersal headings which negatively affected Elizabeth and Union County; conversely, concentrating flight paths over the water way might be beneficial. Rhea Gundry (HMMH) reminded TAC members to keep in mind that DNL is looked at over an average annual day, so for the analysis shown on Slide 16, it is an annual collection of the departures. She noted that based on this analysis departures are already dispersed.



- Turn Departing Aircraft East Item #6 (Slide 17) Jessica noted that the majority of aircraft already turn east when departing Runways 4/22.
 - Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board)
 questioned whether turning east is a variable and stated that there may be
 benefits in using a 190 departure heading. Gene Reindel (HMMH) stated that
 the airport also has airspace limitations and that the Study Team should
 evaluate this measure further to see the impacts from a heading change.
 - Jerome Feder questioned whether the 190 heading is the best heading to use for noise abatement. Rhea Gundry stated that the Study Team will look into this.
 - Andrew Brooks (FAA) noted that is similar to the comments received at TEB.
 Feedback received from TRACON indicates that there is a slightly minor adjustment that can be made, no more than 5 degrees, but then aircraft are quickly hitting the airspace limitations. He recommended that the Study Team to go back to TRACON to specifically ask about the range of turns that would be operationally practical.
 - o Joe Lepis noted that a further east turn would impact Jersey City.
- Operate on "outboard" Runway 4R/22L Item #11 (Slides 18 through 20) Jessica
 noted that for arrivals, the outboard runway is very much utilized over the course of
 a 24-hour day, relatively consistently. At night when there is more flexibility at the
 airport, the airport is already operating on the outboard runways at night to the
 extent possible. Jessica also stated that if all operations shifted from 4L/22R to
 4R/22L at night the percentages are too low to get any impact.
 - Joe Lepis (Newark Airport Community Roundtable) questioned whether package carriers are included. Jessica stated that the analysis looks at total runway use so cargo is included.
- Increase Displaced Arrival Thresholds Item #13 (Slide 21) At 5 of 6 runway ends, EWR already has displaced arrival thresholds. Increasing thresholds would decrease available runway length and decrease the efficiency of the airport layout for highspeed taxiways.

- Glenn Morse (United) commented that he would like to characterize this measure as operationally infeasible due to landing distances already being short.
- Andrew Brooks (FAA) stated that discussions were already taking place about this proposal and that it would heavily affect how you operate your fleets. He added that a more detailed analysis would be needed to confirm the results, however, the general consensus is that this proposal is not really practical.
- Use Noise Abatement Department Procedures (NADPs) Item #14 (Slides 22 through 24) Jessica stated that the Study Team received a comment to model the NADP's included in the Integrated Noise Model (INM); for the analysis it was applied to commercial jets equipped with the default NADP1 profiles. The results of the analysis show little difference in DNL at EWR and also show increased noise farther out resulting in more area exposed to 65 DNL.
 - o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) noted that to further make the case, you could assume that the 55 DNL contour would get worse with the NADP. Rhea Gundry (HMMH) stated that the analysis has not been done to the 55 DNL. Gene Reindel (HMMH) noted that the increase in noise would be due to lower-flying aircraft and then reapplying power. Glenn Morse (United) commented that he is not certain that those conditions would be causing the increased noise.
 - o Glenn Morse (United) questioned the use of 800 feet vs. 1,500 feet and what that was based on. Gene stated that is the way the ICAO A procedure is modeled in the INM. Glenn commented that he does not recall the requirement of a thrust reduction at 800 feet and questioned whether the results would be different if the thrust reduction was assumed at 1,500 feet.
 - Glenn Morse (United) questioned whether it was still common practice for airports to ask airlines to fly one procedure or another, or whether it is constrained through a Part 150 or another type of noise analysis. Andrew Brooks (FAA) stated that Part 150 does not constrain actions, rather it establishes a process for sponsors to pursue federal funding for projects and establish eligibility for projects. He stated that this proposal could be one that



could be pursued by an airport outside the Part 150 process as it would be a discussion between airport operator and users.

- Improve Descent Profiles Item #15 (Slide 25) Jessica stated that for this proposal the study team took a mathematical approach to look at adjusting the glide slope. Based on the analysis results, there would be a 0.5 dB DNL reduction for every 0.2-degree increase in glide slope at the edge of the 65 DNL. For reference San Diego uses a 3.22-degree glide slope. Gene stated that there are limitations on how high you can go by aircraft type and that 3.22 is a very aggressive glide slope.
 - o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) questioned whether the affected population had been determined yet. He noted that a slight movement in the contour could result in a substantial reduction in population. Jessica stated that the Study Team has not done those calculations yet. Gene added that this was a preliminary analysis and that the Study Team needs to evaluate this further to see if increasing the glide slope at EWR is even feasible due to airspace restrictions.
 - Rhea Gundry (HMMH) stated that, at the 65 DNL, this proposal would raise the aircraft very slightly for each degree, possibly 100 feet or less for every 0.1 degree increase.
 - Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board)
 commented that, to him, it appears this measure would be difficult to
 undertake so the Study Team is not really considering this. Gene stated that
 all of the arrival profiles for all of the aircraft types in the INM would need to
 be modified so it would be a large undertaking.
 - Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board)
 noted that the Study Team could look at where contours move and how
 many people live there per block or per square mile. Gene stated that the
 Study Team could use the ½ dB and 1 dB contours and see how many
 people are inside that area.
 - Phil Santos (FedEx) questioned whether the Study Team would be evaluating this proposal by aircraft type. He noted that crosswind type operations are prevalent at EWR here and that increasing glide slopes would put a lot of

- pressure on pilots and mechanics. He also noted that there would be an increase single runway operations and that overall, increasing the glide slope puts more of a challenge on pilots to manage aircraft at a steeper angle, which will limit crosswind runway use. Lindsay Butler (FAA) reminded TAC members that these changes would only be used under the appropriate conditions. Phil commented that EWR uses a fixed glide slope, once it is set, it does not change in different conditions.
- Russ Halleran (FAA ATCT) commented that this is a good proposal
 mathematically, however based on performance of aircraft in landing, it does
 not work. Gene stated that Russ made a good point, as the analysis shown
 assumes each aircraft is exactly the same just higher, but in reality, they are
 not exactly the same.

Next Steps

Gene Reindel (HMMH) requested that TAC members review the information presented at the meeting and make sure that the Study Team has categorized departure procedures correctly. He stated that the Study Team wants to be sure that it is addressing all of the comments appropriately. The next meeting will continue with discussions of noise abatement procedures and will include some of the discussion and feedback received at this meeting. He noted that the next meeting will include more discussion on land use strategies and the results of the meetings with the local jurisdictions. Gene stated that the Study Team would like to be able to put together a package of strategies for the NCP over the summer.

TAC Member Discussion

Andrew Brooks (FAA) stated that the National Transportation Map was released by the Bureau of Transportation Statistics (BTS). He said the map presents noise exposure from highway and aviation noise at the national level. Andrew pointed out that the evaluation does not use DNL, rather it uses Leq, and does not account for the night-time dB penalty. This is a conceptual effort to show trends in population growth and noise exposure over time and that it should be used more as a tracking tool. There is no correlation between DNL and Leq.



Gene stated that, based on some recent discussions and modeling, the Study Team did not correctly model intersection departures off Runways 22R and 22L starting from taxiway Y and taxiway W. The Study Team modeled all departures going to the end of the runway. As a result, the Study Team will be preparing an update to the NEM. Gene stated that the Study Team is working with the FAA ATCT and the PANYNJ to try to determine the correct mix of aircraft that typically use taxiway W (unless 11/29 is being used). Russ Halleran (FAA ATCT) stated that intersection W is the standard departure for Runway 22 and that intersection taxiway Y can be used when there is an aircraft on Runway 29. Gene stated that the Study Team is currently working on a recommendation of what aircraft to depart on an average annual day on the full length of the runway, and on taxiways W and Y. The Study Team will submit a memo for FAA and PANYNJ review and Gene requested that ATCT also be included in the review to make sure that operations are allocated correctly and that an accurate NEM is produced. Preliminary analysis results show that there will be a slight change in the NEM and that the updated NEM will include a higher population and parcels affected at the southwest corner of the contour. Tim Middleton (PANYNJ) noted that this will delay the final submittal to FAA.

Glenn Morse (United) questioned whether a discussion could be had about trying to improve flight profiles at night further out from EWR. He noted that EWR arrivals forced down far away from airport because of airspace congestion and that there may be opportunities to consolidate those. He questioned whether it could be discussed during the Part 150 process or whether it is a separate issue to discuss with FAA. Gene stated that discussions can take place during the Part 150 as this is a noise and land use compatibility study. Gene cautioned that if the Study Team looks at something further out, it may show a benefit in areas outside the 65 DNL; however, in order to be implemented through Part 150, it has to have a benefit to the 65 DNL. He noted that the measure can still be included in the NCP, but would be disapproved for the purposes of Part 150; it would still be on the books as a recommendation that the PANYNJ may want to consider outside of Part 150. Lindsay Butler (FAA) referred back to the spreadsheet of recently approved NCP measures and added that if a sponsor still chooses to move those measures forward and may work separately from Part 150 with users to get that done. Andrew Brooks (FAA) added that the

coordination with TRACON thus far has shown their commitment to work on initiatives to reduce noise, provided that they are operationally feasible.;

Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) stated that the Study Team is re-doing a lot of modeling and whether it would be appropriate to adjust the traffic forecasts. Gene stated that it would not be appropriate at this time as it would slow down or delay the NEM by at least a year. Tim Middleton (PANYNJ) added that PANYNJ and FAA are waiting for a full year of operations data after the slot rule change before conducting any further analysis. He stated that the PANYNJ is monitoring this and the NEM will have to be updated eventually, but not at this time. Andrew Brooks (FAA) stated that the FAA and PANYNJ are interested in summer operations vs. the actual schedule under the new slot rule.

Joe Lepis noted that he was concerned about attendance at the EWR Community Roundtable which is low, about 5-10 typically. Joe asked for simultaneous outreach to TAC and government representatives for Roundtable meetings in order to improve participation. He also noted the lack of public participation at TAC meetings and stated that the TAC is not meeting its mission for public outreach. Gene Reindel responded that per Part 150 one of the programmatic measures is to look at the effectiveness of the TAC and whether a TAC-like committee should be moved forward to monitor the implementation of Part 150 measures; this would include working with noise or community groups that are the result of programmatic measures approved through the Part 150 process. Gene noted that the EWR Community Roundtable will be reviewed as part of the programmatic measures to see if there are ways to improve the participation process. The Study Team will be looking to Joe Lepis to provide input on current operation of the Roundtable and ways it can be improved.

- Lindsay Butler (FAA) noted that the location of Roundtable meetings may be problematic and could be a limiting factor for participation.
- Joe Lepis noted that he believes the TAC is falling short of its mission to have
 optimal participation since such a limited number of members of the public attend
 the meetings. He noted that people are suffering from airport noise fatigue. Rhea
 Gundry (HMMH) stated that while the Study Team wants members of the public to
 attend TAC meetings, the public are not voting members of the TAC.
- Kristen Ahlfeld (FHI) described the measures that the Study Team takes prior to each TAC meeting to ensure participation from a broad representation from stakeholders



and TAC members. She noted TAC members receive a meeting reminder 4 weeks prior to the meeting via email; the finalized agenda 2 weeks prior to the meeting via email; follow-up phone calls are made to anyone who has not RSVP'd. She also noted that the TAC member contact lists are constantly being updated with the names of municipal staff the Study Team has met with and that all members of the public who have attended prior TAC meetings or public meetings, receive TAC meetings notices.

- Bill Huisman (Aviation Development Council (ADC)) noted that Roundtable and TAC
 meetings held for the New York airports meetings are very well attended by
 members of the community. Bill offered recommendations to assist Joe and the TAC
 with outreach to community groups to get more public participation at TAC
 meetings.
- Tim Middleton (PANYNJ) stated that the TAC is accomplishing what it was meant to do; all interested parties, affected towns and stakeholders have been notified of the meetings and receive newsletters. He added that there was representation from all of the towns at the public workshops; the Study Team has also received comments from many people within the affected communities as well as feedback from communities that do not attend TAC meetings. This has been a very open process. Tim stated that the Roundtable and the TAC need to maintain their separate roles, as the goals of these groups are very different, and the TAC only exists for the duration of the Part 150 study.
- Andrew Brooks (FAA) suggested that Joe Lepis contact representatives from the New York airport roundtables for ideas on how to get more participation.

Upcoming Meetings

Gene stated that the next TAC meeting is scheduled for Monday, May 22nd; he noted that the TAC meeting schedule has been modified due to conflicting scheduled with the 4 airports conducting Part 150 Studies at the same time, PANYNJ has decided to meet every three months going forward. Tim Middleton (PANYNJ) stated that the Study Team and PANYNJ will continue communications, especially if input is needed.

Joe Lepis (Newark Airport Community Roundtable) announced that the next Roundtable meeting will occur in early - or mid-May and questioned whether there was any benefit

from scheduling after TAC meeting. Tim Middleton (PANYNJ) replied negatively and said Joe should schedule the meeting based on what works for his schedule.

- TAC Meeting #11 is scheduled to be held on Monday, May 22, 2017 from 1:00 pm to 4:00 pm.
- TAC Meeting #12 is scheduled to be held on Wednesday, September 20, 2017. from 1:00 pm to 4:00 pm.



THE PORT AUTHORITYOF NEW YORK & NEW JERSEY

Technical Advisory Committee #11

14 CFR Part 150 Study – Newark Liberty International Airport

May 22, 2017 - 1:00 PM to 4:00 PM (scheduled time)

Attendees:

TAC Members (and Alternates):

Name	TAC Member Organization/Affiliation	In Attendance
Bill Huisman	Aviation Development Council (ADC)	✓
Philip Santos	Airlines (Cargo), FedEx	✓
George Hodgson	Airlines (Passenger), Southwest Airlines (SWA)	✓
Rich Teilborg	Airlines (Passenger), Southwest Airlines (SWA)	
Harel Margaritz	Airlines (Passenger), United	✓
Glenn Morse	Airlines (Passenger), United	✓
Gabriel Andino	AVPORTS TEB Staff	✓
William Holzapfel	City of Elizabeth	✓
Phyllis Reich	City of Elizabeth	✓
Joseph DiVincenzo, Jr.	Essex County	
Sanjeev Varghese	Essex County	
David Antonio	Essex County	
Andrew Brooks	Federal Aviation Administration (FAA)	✓
Lindsay Butler	FAA	✓
David Fish	FAA	
Zack DeLaune	FAA Airports District Office (ADO)	
Suki Gill	FAA Airports District Office (ADO)	
Steven Kapsalis	FAA ADO	✓
Robert Gibney	FAA Airport Traffic Control Tower (ATCT)	
Russell Halleran	FAA ATCT	

Name	TAC Member Organization/Affiliation	In Attendance
Tom Malone	FAA Flight Standards District Office	
Mark Guiod	FAA TRACON	
Steve McClain	FAA TRACON	
Michael Porcello	FAA TRACON	
Christine West	FAA New York TRACON	
Eric Richardson	FBO, Signature Flight Support	
Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)	
Alturrick Kenney	City of Newark	✓
Robert Belzer	New Jersey Citizens Against Airport Noise (NJCAAN)	
Michael Kroposki	New Jersey Coalition Against Aircraft Noise (NJCAAN)	
Norman Dotti	Newark Airport Community Roundtable	✓
Joe Lepis	Newark Airport Community Roundtable	✓
Steve Brown	National Business Aviation Association (NBAA)	
Ricky Ahmed	Newark International Carriers (NICC)	
Chip Hallock	Newark Regional Business Partnership (NRBP)	✓
Barbara Kauffman	Newark Regional Business Partnership (NRBP)	
Tom Bock	PANYNJ EWR Staff	✓
Frank Radics	PANYNJ EWR Staff	✓
Chris DiCicco	Staten Island	
Jason Razefsky	Staten Island	
Jim Shipp	Staten Island	✓
Fred Dressel	Teterboro Aircraft Noise Abatement Advisory	
Tred Dresser	Committee (TANAAC)	
Bruce Bergen	Union County	✓
Al Faella	Union County	
Philip Kandl	Union County	✓
Jerome Feder	Union County Freeholder Air Traffic Noise Advisory Board	√



Study Team:

Name	Organization/Affiliation
Kristen Ahlfeld	FHI
Leslie Black	FHI
Mary Ellen Eagan	НММН
Rhea Gundry	НММН
Eugene Reindel	НММН
David Full	RS & H
Jane Herndon	PANYNJ
Xiaobo Liu	PANYNJ
Timothy Middleton	PANYNJ
Katie Winfree	PANYNJ GOCOR
Adeel Yousuf	PANYNJ

Public:

Name	Organization/Affiliation
Arneida Y. Greene	City of Newark
Frank Smallwood	City of Newark

Welcome and Introductions

Kristen Ahlfeld (HMMH Study Team) began the meeting by welcoming attendees and members of the public to the eleventh meeting of the Newark Liberty International Airport (EWR) Part 150 Noise Study Technical Advisory Committee (TAC). She noted that the TAC member list shown on Slide 2 of the presentation has been updated and now includes all of the local planners in the EWR Part 150 Study Area municipalities.

Study Process and NCP Development Process

Kristen Ahlfeld (HMMH Study Team) provided an update of study progress to date and stated that the project is well into the Noise Compatibility Program (NCP) development

process (see Slides 5 through 7 of the presentation)¹. She stated that the Study Team is continuing to meet with the local jurisdictions to obtain input on potential land use strategies and that the Study Team is continuing to evaluate noise abatement measures. Programmatic measures, which will outline how the NCP is implemented, will start to be discussed at the next TAC meetings.

Revised Draft NEM Contours

Gene Reindel (HMMH) discussed the revised draft NEM contours that have been developed (Slides 8 through 15 of the presentation). Gene stated that the Study Team determined that the intersection departures (aircraft departures that do not use the full runway length), predominantly off Runway 22L and 22R, were omitted from the original analysis. He stated that the Study Team acquired the correct data for 2016 that was used to accurately model the aircraft that are not using the full length of the runway on departure. The Study Team also had to adjust runway use to account for the two months in 2014 when the Runway 4L/22R was closed; the same two months of 2013 data was used in the model instead. This runway use adjustment was outlined in the Study Protocol, and at the early TAC meetings but was not input on the first draft NEM contours; this correction now incorporates the modeling that was described during the development process. Gene stated that the Study Team also did a second land use verification; members of the Study Team drove the streets within the 65 DNL contour, which resulted in some updates to the land uses in the revised draft NEM contours.

Gene presented the revised draft NEM contours for 2016 (see Slide 9 of the presentation) and noted that there are some minor changes. Gene noted that one of the changes due to the runway use change was less use of arrivals on Runway 29, so the contours east of Runway 29 shrink in but increase to the north and the south due to shifting Runway 29 arrivals to the Runways 04/22. To the north of the airport, Gene noted that the increase in area of 65 DNL contour falls within open space while the small increase in 70 DNL contour includes a few additional residences. To the south, the increase area of the 65 DNL contour mainly falls within compatible land uses, however, the contour now includes some additional



¹ TAC Presentation materials can be found on the project website (http://www.panynjpart150.com/EWR TAC.asp); slides will be referenced in this meeting summary.

single-family residences within the 70 DNL contour. The changes in the contours can be attributed to the addition of intersection departures and revised runway usage.

Harel Margaritz (United) questioned whether the Study Team assumed reduced usage of Runway 29. Gene responded affirmatively and stated that the arrivals on Runway 29 were reduced because that runway was used more when Runway 22R was closed temporarily in 2014. Tim Middleton (PANYNJ) added that Runway 22R was closed in April and May of 2014. When the modeling inputs and maps were developed The Study Team agreed that the data for April and May 2013 would be used in place of April and May 2014 data to normalize the data for the year. Tim stated that when the draft NEM was published, that assumption was not put into the model; this correction accounts for the original assumption. The initial drafts that were published had an extra two months of crosswind runway arrivals, which is not a typical year of operations at EWR.

Gene stated that the next steps would be to finalize the revised draft NEM documentation; the changes between the original draft and the revised draft will be clearly shown in red text. The document is currently in final review by the FAA. The revised draft NEM document will be available for a 30-day public review in late June, running through late July. Gene noted that the revised draft NEM document will be available for public review at the same locations as with the Draft NEM (see Slide 14 of the presentation). Additional comments received will be incorporated into the Revised Draft NEM document; the Study Team is hoping to have a Final NEM document prepared for submission to FAA in late August or early September. Tim Middleton (PANYNJ) added that the final submittal will include all of the comments received from the public and the TAC to date; he added that the revised draft document will be very similar to the Draft NEM that people reviewed last fall.

Philip Kandl (Union County) questioned whether there would be a presentation that will accompany the release of the document. Gene responded no public meeting will be held for this document as the changes will be easy to see; the document will be available on the website and the same three locations that the initial draft was located.

Jerome Feder (Union County Air Traffic Noise Advisory Board) questioned whether an updated version of the document will be provided on the project web site. Gene responded affirmatively.

Gene stated that the Study Team will be receiving public comments over the course of the 30-day review period. He noted that comments can be sent to the PANYNJ at same addresses as with the Draft NEM (see Slide 15 of the presentation).

Glenn Morse (United) stated that the next TAC meeting is scheduled for September and noted, that due to the review timeframe and TAC meeting schedule, there would be no action required from the TAC. Gene responded affirmatively.

Results of Land Use Meeting with Jurisdictions

Dave Full (RS&H) reviewed the results of the land use meetings with the jurisdictions located within the EWR Part 150 Study Area. He stated that initial meetings were held with all of the jurisdictions to introduce the Part 150 Study and to begin the data collection process. Follow-up meetings were held with jurisdictions to review the initial NEM so communities could see where they fall within the 65 DNL contour and to obtain feedback on the potential land use and noise abatement measures that could be considered as part of Part 150. A list of initial and follow-up meetings is presented on Slides 17 and 18 of the presentation; Dave noted that the meeting with the Town of Kearny was conducted the morning of the TAC, and follow-up meetings were not conducted with three communities (North Arlington, East Newark, Lyndhurst), as they are located outside of the 65 DNL contour.

Dave discussed the following potential land use noise mitigation strategies and the feedback received from the municipalities:

Real Estate Disclosures (Slides 19 and 20 of the presentation) – Dave noted that
the standard disclosure form used by the New Jersey Association of Realtors does
not include airport noise. The Study Team has had discussions with the New
Jersey Association of Realtors and the current language on the form was passed by
the New Jersey Legislature; therefore, any changes to the form would also need
approval by the legislature. Dave stated that most municipalities were skeptical
about getting this change made through the legislature and skeptical about
whether they would like to enact their own disclosure form. TAC member
discussion included the following:



- o Joe Lepis (Newark Airport Community Roundtable) stated that for Raceway Park in Middlesex County, the town adopted an ordinance to limit development near the race track due to the high noise levels expected. Tim Middleton (PANYNJ) added that the purpose of the meetings with the jurisdictions is to make them aware of where they are in relation to the contour and to introduce potential measures. He noted that if this specific measure is something that a jurisdiction would like to pursue, the PANYNJ could work with them to adopt the measure.
- Joe Lepis (Newark Airport Community Roundtable) questioned whether this strategy is now eliminated from consideration. Dave stated that the study is not at that point yet and that he is merely disclosing the feedback received as requested by the TAC members in previous TAC meetings. No decisions have been made as to whether this measure will or will not be carried forward.
- o Glenn Morse (United) questioned whether the disclosure law would apply to the PANYNJ airports. Dave stated that he cannot comment on that but there is nothing on the standard form that states PANYNJ airports are exempt from that. Gene Reindel (HMMH) added that the disclosure is something that would be done when you sell your property and is not necessarily tied to a PANYNJ airport, it has more to do with your home being near an airport; he stated that he is not sure if there would be language that would exclude PANYNJ airports from disclosure.
- Land Use Rezoning (Slides 21 and 22) Dave stated that this could be enacted by the local jurisdiction and also reminded TAC members that all land use planning in New Jersey is done at the local level; he added that neither the FAA nor the PANYNJ have local land use controls. Dave stated that the intent of this strategy is to prevent incompatible land uses; however, these strategies only work if there is vacant land available. Dave noted that there is very little vacant and undeveloped land around the airport. Therefore, there is little opportunity for rezoning. He stated that if it was adopted by jurisdictions, rezoning would need to be done

- parcel by parcel, which would constitute spot zoning, which is generally considered not a good planning practice.
- Overlay Zoning (Slides 23 through 25) Dave stated that overlay zones work in tandem with the underlying land use zone; the zoning of a particular parcel would remain, but the overlay would add an extra level of regulation. The intent of this measure would be to prevent incompatible land uses from being developed within or near the noise exposure contours; the overlay zone provides extra details on what would be allowable within the overlay zone itself. Dave noted that the communities seemed to favor overlay zones and they would be interested in learning more, especially with regard to how large the overlay zone could be. He noted that the Study Team is taking a look at some boundaries for overlay zones (rivers, highways, other natural features) and stated that the Study Team will be developing a map showing what an overlay zone could look like around EWR. Dave provided an example of the Akron-Canton Airport overlay zone; he noted that this overlay zone covered multiple cities and counties. Dave also noted that jurisdictions can implement overlay zones as part of their master plan updates, which in New Jersey are required every 10 years. TAC member discussion included the following:
 - Norm Dotti (Newark Airport Community Roundtable) questioned how the overlay zone differs from a residential airport zone. Dave stated that the difference is that the underlying zoning is not changed in an overlay zone and that it can cover a larger area than a rezoning could.
 - Norm questioned whether the effective zoning becomes the sum of the two types of zoning. Dave responded affirmatively. Gene Reindel (HMMH) added that the underlying zone would be the overarching zone, however if a homeowner or developer wanted to get a permit for redevelopment or new construction, with an overlay of the current zone, the developer or homeowner may need to comply with more stringent sound insulation policies. He stated that it is not changing the existing zone, rather an overlay zone provides another level of compliance based on the policies the jurisdiction has established for a particular overlay zone.



- Norm stated that it was an issue of semantics. Dave clarified and stated that a rezoning would be applied to an entire city or town whereas an overlay zone would be focused on a particular area of the city or town.
- o Bruce Bergen (Union County) stated that overlay zones may be more easily understood as an alternate path for redevelopment; the existing zoning would remain in place, existing residences would not become pre-existing, non-conforming uses. He noted that overlay zones are used for affordable housing throughout New Jersey. Overlay zones do not take away the prior zoning, which a rezoning does. The residential zoning would remain the proper zoning, but the overlay is an alternative available to property owners but not forced upon them, as a rezoning would be.
- Joe Lepis (Newark Airport Community Roundtable) commented that while
 he was performing a title search for the Kearny Shipyard and the
 stipulations of the deed included height restrictions as well as a noncomplaint clause due to the property's proximity to EWR.
- Jerome Feder (Union County Air Traffic Noise Advisory Board) asked about the types of rules or regulations that were included in the Akron-Canton overlay zone. Dave stated, that generally, an overlay zone will set specific standards in terms of building codes and possibly height restrictions; overlay zones are really about creating compatible land uses.
- o Joe Lepis (Newark Airport Community Roundtable) stated that the HUD rule is 65 DNL and that the Akron-Canton overlay zone extends way beyond the 65 DNL and questioned what the benefit would be to going beyond the 65 DNL. He stated that it almost seems redundant and questioned what the project would be accomplishing by going further. Gene Reindel (HMMH) stated that the overlay zones are not limited to the 65 DNL contour; he noted that the overlay zone for Akron-Canton grew quite a bit once the community saw it and was enlarged to include whole neighborhoods. He noted that the outer most contour on the map on Slide 25 is the 60 DNL, so this airport went beyond that contour. Gene noted that the local jurisdictions have used the zone for real estate disclosures to notify

- potential homebuyers that they are purchasing a home within this zone. Joe questioned whether the notifications were made within contract of sale. Gene responded affirmatively and stated that the airport may have been trying to protect within the 65 DNL contour, but that the communities wanted to take it further.
- <u>Building Codes (Slide26)</u> Municipalities were not generally supportive in changes
 to State of New Jersey Building Codes, however they would be interested in
 including building code requirements as part of a potential overlay zone. TAC
 member discussion included the following:
 - Norm Dotti (Newark Airport Community Roundtable) commented that the New Jersey Building code might as well not exist when it comes to noise and that currently, it does not contain any standards for noise.
 - o Joe Lepis (Newark Airport Community Roundtable) stated that it appears this study is correcting issues for EWR and questioned whether there is an obligation for PANYNJ to compensate homeowners for the difference between current home values and the cost of upgrading HVAC systems and windows. Tim Middleton (PANYNJ) responded negatively and stated that the land use authority is with the town; if the town enacts an overlay zone or similar measure, the enforcement responsibility would be with the jurisdiction and not with the PANYNJ or the FAA. Andrew Brooks (FAA) added that the study is working to discourage that type of development in those areas anyway, and stated that is one of the main goals of this process.
 - o Gene Reindel (HMMH) noted that when the Study Team is looking at funds that may be available for the NCP, we are looking to correct noise issues that occur today; he added that it is up to the jurisdictions to ensure that those issues do not occur in the future. While it is ultimately up to the jurisdiction in terms of what gets implemented, it has always been part of the FAA regulation to not introduce new incompatible land uses within the 65 DNL.



- Norm Dotti (Newark Airport Community Roundtable) questioned, in terms of communities that were not supportive, whether there was a pattern of why they did not favor changes to the building code? Dave stated that they did not want to just change the building code jurisdiction-wide as they did not see the need for that. However, they were supportive of changes to the building code requirements as part of an overlay zone for specific areas of the town. Dave then clarified and stated that they were not supportive of jurisdiction-wide changes to the New Jersey State Building Code.
- Joe Lepis (Newark Airport Community Roundtable) questioned whether the
 regulations within the overlay zones were optional/guidance or whether
 landowners/builders would have to comply with them. Dave stated that
 yes, the requirements of the overlay zones would have to be complied with;
 it would not be voluntary if implemented.
- Cooperative Land Use Agreements (Slides 27 and 28) This would be a partnership between the local jurisdictions and the PANYNJ and would focus on sharing information about land use, redevelopment and infrastructure in the vicinity of EWR. The agreement would be voluntary, however, it would ensure that the PANYNJ can provide their insight into development projects in a local jurisdiction near EWR. Dave stated that generally the jurisdictions were supportive of cooperative land use agreements, but want to make sure they would be implemented in concert with Community Planner Forums and Distribution of Noise Mitigation Information. Dave also provided sample text from a Cooperative Land Use Agreement from John Wayne Airport. TAC member discussion included the following:
 - Joe Lepis (Newark Airport Community Roundtable) questioned whether landowners can say that the land use noise abatement strategies are reverse condemnation and renders their property useless, and are now entitled to compensation. Norm Dotti (Newark Airport Community Roundtable) stated that the New Jersey Supreme Court has prepared

- language to say that if a property is rezoned and can still be used for any other use, you are not entitled to compensation.
- o Gene Reindel (HMMH) stated that Centennial Airport, outside of Denver International Airport, is a good example of an overlay zone and cooperative land use agreement. Regulations within their overlay zone state that if there is any development at all, planners send the development application information to Centennial Airport staff to review, and a document is provided back to the local jurisdiction. That document becomes part of the official record of the application. Gene stated that most of the time the review is acknowledged by the jurisdiction, however due to the amount of development taking place, the jurisdictions have been choosing to pass over the comments provided by the airport. Nonetheless this has created a good working relationship between the jurisdictions, developers and airport.
- Community Planner Forums (Slides 29 and 30) These forums would be sponsored by the PANYNJ and would include planners from all of the local jurisdictions; the meetings would focus on sharing land use, zoning, and development information amongst the communities and would provide opportunities for the communities to learn from each other with how compatible land uses can be planned for around EWR. Meetings could be held monthly, quarterly, or yearly. Dave noted that the jurisdictions were supportive of this strategy but would like to see these forums implemented in concert with Cooperative Land Use Agreements and the distribution of Noise Mitigation Information. Dave provided an example of the San Francisco International Airport (SFO) Roundtable, which began in 1981, as a mechanism for cross-sharing of information with local land use planners and the airport. TAC member discussion included the following:
 - Lindsay Butler (FAA) commented that the O'Hare Noise Compatibility
 Commission serves the same purpose. She noted that this commission has
 a larger group of jurisdictional representatives but there are subcommittees,
 one of which is a community planners forum. Lindsay stated that she is
 unsure whether that subcommittee is as active as it once was since the



- O'Hare Modernization Program is coming to an end. When active the community planners subcommittee met monthly.
- Gene Reindel (HMMH) commented that when the SFO Roundtable was first formed, the group was meeting frequently as there was a great deal to discuss. Now the Roundtable is meeting less frequent, but is still available for those that need to share information.
- Distribution of Noise Mitigation Information (Slides 31 and 32) Dave noted that this strategy could also be enacted by PANYNJ; PANYNJ would be responsible for sharing or distributing information regarding noise mitigation (e.g., what is occurring, any changes being made to the program) to all of the jurisdictions in the vicinity of EWR. Information would be provided on a periodic basis, but Dave noted that the Community Planner Forum would be a good way for the PANYNJ to provide and share that information with the local jurisdictions. He stated that if the PANYNJ were to enact all three measures (i.e., Cooperative Land Use Agreements, Community Planner Forums, and Distribution of Noise Mitigation Information) it would be a nice way of sharing information from the jurisdictions to the PANYNJ and from the PANYNJ back to the local jurisdictions. Gene Reindel (HMMH) provided an example of the San Diego International Airport Noise Advisory Committee (ANAC). He stated that every permit application for construction is brought to the ANAC so that they can share information about the noise mitigation program. He stated that San Diego is currently undergoing changes in flight procedures (Metroplex Implementation), so ANAC is distributing information about the these changes as well.
 - Joe Lepis (Newark Airport Community Roundtable) stated that on Slide 31
 the term "inform jurisdictions" sounds like the PANYNJ would only be
 informing the government and that the meetings would not be open to the
 public. He requested clarification. Dave stated that Community Planner
 Forums would be for the community planners in the jurisdictions around
 EWR; no press releases would be sent out as that is not the intent of these
 meetings.

- Jane Herndon (PANYNJ) commented that she understands these strategies would also include developing pamphlets that could be available at City Hall for the public. Dave concurred and stated that pamphlets and other materials could be developed as part of the Community Planner Forums.
- Tim Middleton stated that the PANYNJ's goal is to make sure that the public is aware of the programs that are developed as part of this process. He noted that a lot of times the points of contact for the local jurisdictions end up being the mayors and planners as they have a more intimate knowledge of people in their community; Tim stated that these strategies develop a chain of communication between the communities and the PANYNJ.
- Lindsay Butler (FAA) noted that for the O'Hare Noise Compatibility
 Commission, monthly reports are presented to the committee members and then once final, those reports are posted on commission web site for review and downloading. She noted that it is really up to the jurisdictions to decide how that information is passed along to the public, however the materials are not necessarily widely distributed.
- o Gene Reindel (HMMH) stated that mailing lists are oftentimes developed so that when things come up information can be pushed out to people. He stated that LAX is pushing out a lot of information about a runway use reconfiguration project; one of the runways is closed so planes are flying in different patterns and LAX is distributing information regarding changes in air traffic flow and patterns. Gene stated that information dissemination falls more under the Programmatic Measures, which the TAC will be discussing at the upcoming TAC meeting in fall.
- Additional Topics Identified by Jurisdictions (Slide 33) Dave highlighted some
 additional land use-related topics that were discussed at the meetings with the
 jurisdictions. In addition to the topics listed on the slide, Tim Middleton (PANYNJ)
 added that the City of Linden was really interested in the overlay zone.



Next Steps

Rhea Gundry (HMMH) discussed the next steps in terms of the analysis and NCP process. She stated that the Study Team is in the process of considering noise abatement strategies and land use strategies. Next item would be to begin looking at the Programmatic Strategies to determine how the NCP programs will be implemented and promoted; how the strategies will be monitored/measured to make sure they are fulfilling their intended purpose; how information will be reported and disseminated and who is going to receive that information. Rhea noted that a part of the Programmatic Strategies is an update to the NEM and revising the NCP, as appropriate. FAA's guidance requires the maps to be updated every 5 years. Gene Reindel (HMMH) stated that Part 150 is an on-going program, especially if federal funds will be sought to implement measures; federal regulation requires that the maps need to be updated in order to receive federal funds.

Rhea noted that the box on the right (on Slide 34) presents the analysis steps that will be used for each of the measures brought forward. She indicated that while a lot of work has been done to date, there is more to come and that some of the measures have implications going forward.

TAC Member Discussion

Glenn Morse questioned whether the discussion of the City of Newark wanting PANYNJ's help with redeveloping land within the 65 DNL could occur outside the confines of the Part 150 Study. He also questioned whether the TAC could anticipate some level of discussion to occur on that topic. Tim Middleton (PANYNJ) stated that PANYNJ and the Study Team will continue to have discussions with Newark, as needed. He added that some of the discussion may have come about because of issues with floodplains; Tim indicated that there will be follow-up meetings to discuss this and land use measures they would like to pursue and how the City and the PANYNJ can partner to make it work.

Jerome Feder (Union County Air Traffic Noise Advisory Board) questioned whether there would be an interim report available on what the Study Team has been doing on the noise mitigation strategies. Rhea stated that all of the analyses on the noise mitigation strategies will be presented at the next TAC meeting in September. She noted that it was important

to complete the revised draft NEM first; then compare the effects of each noise abatement measures analyzed with the new information, all of which will be presented at the next meeting.

Tim Middleton (PANYNJ) added that some of the earlier measures will be reanalyzed with the new contours, including the offset approach and the dispersal headings, so that the benefits can be determined if those measures will be implemented. He also requested TAC members to send additional noise abatement measures to the Study team, as there will be time over the summer to analyze them.

Gene Reindel (HMMH) noted that there were several noise abatement measures suggested at the last TAC meeting in March including a left turn off of Runway 22L. He stated that the Study Team will analyze varying degrees of the left turn to see what is optimal. Gene added that another strategy that had not been analyzed would be to follow the Turnpike or the river to try to minimize impacts on the communities. He stated that the PANYNJ, FAA and the Study Team will be having a meeting with TRACON about what is possible here at EWR; he stated that discussions will focus on following the rivers and the Turnpike so that the Study Team can model something that can actually be flown or implemented.

Gene also stated that the Study Team would like to reach out to the airlines over the summer to get their input especially on the offset approach; he added that if the airlines are not going to fly the approach, then the Study Team should not go through the trouble of modeling it. He added that the Study Team expects to be much further along with the analyses for the September TAC meeting.

• Glenn Morse (United) commented that doing the analyses in a silo is not productive. He stated that the offset approach is a good example and that he refuses to believe the idea that the airlines will not fly it. He stated that the airlines need to know what the expectations are and it would also be helpful to understand what area, including outside the 65 DNL, a particular procedure is designed to accommodate. He stated that his perception of the offset approach is that it is designed to avoid the Ironbound. The airlines want to make sure that they are being supportive of this process; everyone needs to work together, particularly with the advanced capabilities



- of the aircraft. Glenn stated that he is glad the Study Team would like to speak with the airlines, however, he encouraged to have the discussions in concert with the FAA.
- Phil Santos (FedEX) commented that, in terms of the offset approach, FedEx recently had a safety summit at EWR that focused on the landing safety record of the MD-11 fleet and how it is the worst in the industry. He stated that because of that, FedEx will not circle Runway 29 on those approaches as they are extremely unstable and unsafe for the fleet. He added that it is going to be extremely difficult for the MD-11 fleet to fly it and for him to consent to move a measure like this forward into the NCP. Phil added that FedEx needs to be part of the discussion with TRACON.

Joe Lepis (Newark Airport Community Roundtable) stated that the next roundtable meeting is on Wednesday, June 7th. He stated that at the end of the last TAC meeting he was going to try to do more outreach to get more people to attend the roundtable meetings; he received an email list from the PANYNJ, sent invites to all 500 names, and only three people responded. He wanted the TAC to know that he took extra steps to get more attendance at the meeting and it did not work.

Joe Lepis (Newark Airport Community Roundtable) requested that Slide 12 be shown again. He stated that several TAC meetings ago contours were presented that showed the effects of nighttime versus daytime noise. Joe stated that, at that time, he requested data that shows the number of people affected if only the daytime noise was used. He stated that he is formally requesting that contours be developed using only daytime noise because churches and schools are not affected by nighttime noise and operations; by doing this he stated the Study Team would have a clear indication of the daytime noise situation when churches and schools are open. Joe also stated that he believes if the nighttime carriers were removed there are 22 hours during the day that comply with the 65 DNL and 2 hours a day where there are exceedances of 65 DNL. If the Study Team took those 2 hours out of the analysis, this would be a more accurate picture of 24 hour operations at EWR. He stated that he would like the Study Team to develop a daytime contours population analysis so that the TAC knows how people are affected by daytime noise.

- Tim Middleton (PANYNJ) stated that the Study Team can go back and look at it, but for the Part 150 Study, the Study Team needs to use what is in the regulations.
- Gene Reindel (HMMH) stated that the Study Team looked at the daytime component
 as part of a sensitivity analysis to see what would produce the biggest benefit. Gene
 stated that what Joe is asking for is to do the analysis under the contour to
 determine the number of people affected. Lindsay Butler (FAA) stated that the
 number is inherently going to be smaller. Andrew Brooks stated that the number
 would probably be close to the current 70 DNL contour.
- Lindsay Butler (FAA) questioned Joe Lepis about the benefits of providing the information. Joe stated that it is part of full disclosure and understanding. He continued that it is the FAA rule to fix churches and schools that are open in the daytime, but he does not believe they are affected by the 65 DNL.
- Lindsay Butler (FAA) questioned whether Joe was just looking for only churches and schools or whether he also needed residential data. Joe stated that he is also requesting residential data. Lindsay stated that Joe's request seems very contradictory. She noted that the 65 DNL contour includes the 10 dB penalty for nighttime noise, so inherently, the contour Joe is requesting will be very small. Lindsay stressed that the numbers and contour developed would be for demonstration purposes only and she cautioned Joe and the Study Team about potentially presenting different information than what would be released to the public as the final numbers.
- Andrew Brooks (FAA) stated that this analysis veers into the realm of supplemental metrics, which are only used for descriptions of potential impacts. He stated that he needs to understand the intent of requesting this metric and have discussions with PANYNJ. Tim Middleton (PANYNJ) agreed with Andrew and questioned Joe, once he has the information, what is his ultimate goal. Joe stated that it would be for comparative purposes and to generate a discussion. Andrew stated that the FAA standards are there for a reason and once the study starts veering away from the standards it starts interfering with the basic requirements of the DNL. He stated that if the Study Team has stated that the analysis would be similar to the 70 DNL



- contour he can refer to those population values, it may not be exact, but it is a good comparison.
- Joe Lepis (Newark Airport Community Roundtable) stated that if the numbers would be similar to the 70 DNL contour, he would like to request that data. Gene Reindel (HMMH) stated that those number are already included in the document and are presented on the board in the front of the room. Rhea Gundry (HMMH) stated that the total population within the 70-75 DNL contour is 1,062 people. She stated that this number will increase slightly due to the revised draft NEM contours. Joe questioned how many people are within the 65 DNL contour. Rhea stated approximately 26,000 people and stated that there is a large drop in population between the 65+ DNL contour and the 70-75 DNL contour.
- Andrew Brooks (FAA) stated that the initial analyses at earlier TAC meetings of
 different contributors to the overall contour (daytime v. nighttime, etc.) were done
 specifically to focus the discussion of noise abatement efforts, with the stated
 purpose that they should not be used for the NEM and that they did not depict
 actual NEMs; the purpose was to tailor the efforts for analyzing the benefits of
 potential noise abatement flight procedures.

Tim Middleton (PANYNJ) stated that when the PANYNJ and the Study Team meets with the TRACON, he will make sure that the airlines are at that meeting.

- Jerome Feder (Union County Air Traffic Noise Advisory Board) asked about the
 meeting with TRACON and whether that would be a separate meeting. Tim
 Middleton (PANYNJ) stated that yes, it would be a separate meeting with the
 TRACON to discuss procedures, operational capacity, and what is actually flyable at
 EWR. Andrew Brooks (FAA) added that it would be a meeting with the noise
 modeling experts and airlines to understand the range of actionable items that could
 be possibly implemented.
- Rhea Gundry (HMMH) stated that the Study Team is trying to get a sense of feasibility with some of the operations and procedures that were suggested. She stated that if an analysis shows a benefit, but TRACON cannot incorporate it or

- airlines cannot fly it, then it is not feasible. The results of the meetings with the TRACON and the airlines will be brought back to the TAC.
- Lindsay Butler (FAA) added that if something is discovered that is operationally
 feasible for the airlines, but does not produce a noise benefit, it can be disapproved
 for the purposes of Part 150, but can still move forward separately.
- Jerome Feder (Union County Air Traffic Noise Advisory Board) questioned when the
 meeting with the TRACON would occur. Gene Reindel (HMMH) stated that it would
 occur sometime over the summer. He added that the Study Team cannot run the
 model until we get concurrence on what is actually feasible. Gene stated that he is
 hoping to be able to run the model and present the results at the next TAC meeting
 in September. Andrew Brooks (FAA) added that all of the strategies that were
 brainstormed or suggested as part of this process will be included in the document
 and will be explained why it was or was not approved for the purposes of Part 150.
- Jerome Feder (Union County Air Traffic Noise Advisory Board) questioned who would be attending the TRACON meeting. Andrew Brooks (FAA) stated that attendees would include modeling teams, PANYNJ, FAA, and possibly representatives from the airlines.
- George Hodgson (Southwest) stated that the airlines would need time to perform risk assessment on the suggested procedures. Glenn Morse (United) added that the safety management process has permeated everything that the carriers do. Things that may seem relatively simple, go through a very rigorous review, and sometimes at the end of the process, the procedures do not come to fruition. He stated that is another reason to have the airlines involved in the TRACON and other meetings. Andrew Brooks (FAA) added that there could be a discussion of the offset approach to 22s, for example, understanding that concerns have been raised by airlines and their ability to fly it. Part of that discussion could include potential utilization rates of that procedure and how often it could be flown in given conditions. He added that airlines would be involved to help refine the numbers so that the procedure can be modeled accurately.
- Jerome Feder (Union County Air Traffic Noise Advisory Board) questioned whether he could attend the TRACON meeting for informational purposes. Phil Santos (FedEx)



THE PORT AUTHORITYOF NEW YORK & NEW JERSEY

Technical Advisory Committee #12

14 CFR Part 150 Study – Newark Liberty International
Airport

November 8, 2017 - 1:00 PM to 4:00 PM (scheduled time)

Attendees:

TAC Members (and Alternates):

Name	TAC Member Organization/Affiliation	In Attendance
Bill Huisman	Aviation Development Council (ADC)	
Philip Santos	Airlines (Cargo), FedEx	
George Hodgson	Airlines, Southwest Airlines (SWA)	
Rich Teilborg	Airlines, Southwest Airlines (SWA)	√
Harel Margaritz	Airlines (Passenger), United	
Glenn Morse	Airlines (Passenger), United	√
Gabriel Andino	AVPORTS TEB Staff	
William Holzapfel	City of Elizabeth	√
Phyllis Reich	City of Elizabeth	√
Joseph DiVincenzo, Jr.	Essex County	
Sanjeev Varghese	Essex County	
David Antonio	Essex County	
Andrew Brooks	Federal Aviation Administration (FAA)	✓
Lindsay Butler	FAA	√
David Fish	FAA	
Zack DeLaune	FAA Airports District Office (ADO)	
Suki Gill	FAA Airports District Office (ADO)	√
Steven Kapsalis	FAA ADO	
Robert Gibney	FAA Airport Traffic Control Tower (ATCT)	√
Russell Halleran	FAA ATCT	√
Tom Malone	FAA Flight Standards District Office	

Name	TAC Member Organization/Affiliation	In Attendance
Mark Guiod	FAA TRACON	
Steve McClain	FAA TRACON	
Michael Porcello	FAA TRACON	
Christine West	FAA New York TRACON	
Eric Richardson	FBO, Signature Flight Support	✓
Cameron Singh	FBO, Signature Flight Support	√
Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)	
Alturrick Kenney	City of Newark	
Robert Belzer	New Jersey Citizens Against Airport Noise (NJCAAN)	~
Michael Kroposki	New Jersey Coalition Against Aircraft Noise (NJCAAN)	
Norman Dotti	Newark Airport Community Roundtable	
Joe Lepis	Newark Airport Community Roundtable	√
Steve Brown	National Business Aviation Association (NBAA)	
Ricky Ahmed	Newark International Carriers (NICC)	
Chip Hallock	Newark Regional Business Partnership (NRBP)	√
Barbara Kauffman	Newark Regional Business Partnership (NRBP)	
Tom Bock	PANYNJ EWR Staff	√
Frank Radics	PANYNJ EWR Staff	
Chris DiCicco	Staten Island	
Jason Razefsky	Staten Island	
Jim Shipp	Staten Island	√
Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)	
Bruce Bergen	Union County	
Al Faella	Union County	✓
Philip Kandl	Union County	
Jerome Feder	Union County Freeholder Air Traffic Noise Advisory Board	✓



Study Team:

Name	Organization/Affiliation
Leslie Black	FHI
Maura Fitzpatrick	FHI
Eugene Reindel	НММН
Diana Wasiuk	НММН
Tom Bock	PANYNJ
Doug Stearns	PANYNJ
Timothy Middleton	PANYNJ
Katie Winfree	PANYNJ GOCOR

Public:

Name	Organization/Affiliation
Tyrone Smith	Representative for Councilman John James,
	South Ward, City of Newark, NJ

Welcome and Introductions

Leslie Black (HMMH Study Team) began the meeting by welcoming attendees and members of the public to the twelfth meeting of the Newark Liberty International Airport (EWR) Part 150 Noise Study Technical Advisory Committee (TAC) and highlighted the agenda for the meeting. Attendees introduced themselves.

Joe Lepis (Newark Airport Community Roundtable) announced that the next meeting of the EWR Noise Community Roundtable is scheduled for Wednesday, November 15th in the EWR General Manager's Conference Room at EWR Building 1, One Conrad Road. The meeting starts at 6 p.m. and non-subcommittee members can arrive at 6:30 p.m.

Part 150 Process Review

Gene Reindel (HMMH) provided an update of the study progress to date. He asked that any additional ideas for noise abatement procedures to be modeled for inclusion in the Noise Compatibility Program (NCP) need to be submitted via the project website or via e-mail to Tim Middleton (PANYNJ) by close of business on November 30, 2017. Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) asked for further clarification on what needs to be submitted by the November 30th deadline. Gene explained that today's TAC meeting will focus on analyses that have taken place on various noise abatement procedures as well as those proposed noise abatement procedures which have been eliminated from further consideration. Gene stated that if there are additional noise abatement procedures that TAC members would like to add to the analysis, those need to be submitted by November 30th so that the Project Team can finalize the analysis of noise abatement procedures for the NCP.

Joe Lepis (Newark Airport Community Roundtable) asked how many 747s are falling out of the aural landscape. It was mentioned that generally, airlines are flying fewer 747s than in past years as more fuel efficient twin engine, wide body aircraft have been entering the fleet. Gene Reindel (HMMH) also responded that as part of the final EWR NEM submission, there will be an updated EWR forecast, which will be discussed later in this meeting.

Al Faella (Union County) questioned whether a summary of what has already been evaluated will be discussed in the meeting and included in the handouts. Gene Reindel (HMMH) responded affirmatively.

Submittal of Final EWR NEM - Status Update

Gene Reindel (HMMH) stated that the Port Authority of New York and New Jersey (the Port Authority) has decided that it will not be submitting the revised draft 2016 and 2021 Noise Exposure Map (NEM) for FAA acceptance (Slides 4 through 6 of the presentation)¹. This decision was based on the thorough data analysis that was conducted after several public comments were received questioning the consistency between 2016 actual versus forecasted aircraft operations. The data analysis conducted by the Study Team showed that the actual 2016 operations at EWR were not consistent with 2016 NEM forecasted operations. Gene explained that the Project Team and Port Authority are in discussions with FAA about preparing an NEM for 2019 (existing conditions) and 2024 (forecast conditions). The new forecast will be based on 12 months of flight track and aircraft identification data (October 1, 2016 through September 30, 2017). Gene stated that he does not expect changes to the flight tracks, but rather changes are expected to the number of flights to be modeled, runway use percentages, and aircraft types. Tim Middleton (Port Authority) stated that based on comments from TAC members and the public regarding operations at EWR and data reviewed from the past year, the Port Authority is confident that this was the right decision, and that the process can still be accomplished within the study schedule. Tim added that a lot of the work that has already been done can be applied to the new forecast; and reiterated Gene's comment that flight tracks and profiles have not changed at EWR so the flight track development work that has been done is still applicable. Moving forward, for the NCP analyses, the revised draft 2021 NEM map will be used to determine how effective a measure will be. Then once the 2024 NEM map (forecast condition map) is available, the Project Team will redo the analysis of the NCP measures comparing them to the 2024 map.

Tim Middleton (Port Authority) discussed the schedule and stated that a public workshop will be scheduled for the fall of 2018 once the draft NCP document is released for public review. The updated NEM will also be available at that time so both will be reviewed by the public at the same time. The Port Authority may combine the NEM workshop with a hearing for the NCP to expedite the Study schedule. The goal is to get the 2019 NEM to FAA as soon as possible in January 2019 and then submit the final NCP to FAA few months later. Gene Reindel (HMMH) reviewed the complete 2019 NEM Schedule (Slide



¹ TAC Presentation materials can be found on the project website (http://www.panynjpart150.com/EWR TAC.asp); slides will be referenced in this meeting summary.

7 of the presentation) and noted that the comments received on the revised NEM document in July are being incorporated into the final document. Joe Lepis (Newark Airport Community Roundtable) asked if the number of comments received from the public can be forwarded for the Newark Airport Community Roundtable's review. Tim Middleton (Port Authority) agreed to look in to providing the comment information to the Roundtable at one of their future meetings and stated that there were over 25 public comments received, with approximately a half-dozen comments specifically pertaining to actual airport operations exceeding the forecasted operations.

Tim Middleton (Port Authority) stated that the Project Team will continue to use INM for all modeling for the duration of the study and will not move to the Aviation Environmental Design Tool (AEDT). Gene added that FAA has accepted the decision to remain with the INM model. The FAA concurred that this was the agreed upon framework for the remainder of the EWR Part 150 Study.

The generalized Part 150 Process and NCP development process were reviewed on Slides 8 through 10 of the presentation. Gene Reindel (HMMH) noted that this TAC meeting will focus on the evaluation of noise abatement measures for the NCP and reminded TAC members that the study documentation will include information on why measures were carried forward or not. He stated that as part of the NCP development process, the Project Team is evaluating potential land use and programmatic measures with the Port Authority; these measures will be reviewed at future meetings to get TAC member feedback.

Gene Reindel (HMMH) discussed the FAA evaluation criteria on how a noise abatement measure may be included in an NCP (shown on Slide 11). He stated that the most heavily-weighted criteria is that a given measure needs to result in benefits to the DNL 65 contour. Gene noted that the application of the criteria cannot be done in a vacuum and that it will be important to also look at other factors such as air space capacity and potential delays that could occur from implementing a certain measure. He stated that some measures may be included as having merit but would need additional study or environmental review prior to implementation. The Project Team will also look at how costly implementation will be to various entities involved, as well as consistency with Port Authority policies.

Glenn Morse (United) asked about the schedule for submitting the NEM for 2019 and whether it would be part of the NCP. Gene Reindel (HMMH) responded that the two documents will likely be submitted separately but may possibly be combined into one document. The Project Team anticipates making the submission of the 2019 NEM to FAA in January 2019 (given a September 2018 public workshop), however, the NCP will not be submitted to FAA until summer 2019. This schedule could potentially allow the FAA to accept and adopt the NEM as part of the NCP approval process.

Noise Modeling Results of Noise Abatement Measures to Date

Gene Reindel began the discussion of the noise modeling results and noted that preliminary noise abatement analysis used the revised draft 2021 NEM contours as baseline. He reminded TAC members

that all procedures are hypothetical at this point and have not been reviewed or approved by the FAA or airlines for their ability to be implemented. Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) asked the Project Team, while going through the presentation, to say which procedures look promising; he noted that at previous meetings some measures looked very promising early on, but they were determined to not be flyable. Gene Reindel (HMMH) responded affirmatively and noted that FAA expertise helps the Project Team to determine which procedures are viable as the Port Authority does not want to include a measure in the NCP that cannot be successfully implemented.

- RNAV Departure Analysis Turn "0", Turn "1" and Turn "2" (Slides 13 through 18 of the presentation) this is a hypothetical example in which 100% of departures from Runway 4R/22L and 4L/22R utilized tracks shown on Slide 14 for each alternative. The Project Team modeled three RNAV departure scenarios straight out or RNAV "Turn 0", RNAV "Turn 1", and RNAV "Turn 2", as well as a combined scenario. Gene noted that the Project Team has not yet presented these scenarios to the FAA to assess for flyability but wanted to see if there was any benefit in moving 100% of aircraft to any one of these procedures. TAC member discussion included the following:
 - Russ Halleran (FAA ATCT) referenced Slide 14 and noted that operators can only go a
 few miles to the east before being in other airspace. Gene Reindel (HMMH) stated that
 this slide shows the existing flight track density plots for reference.
 - o Glenn Morse (United) noted that different headings are authorized for departures off of the Runway 22L and 22R now; sharing the burden by using more than one heading may have some value, particularly when compared to an RNAV flight procedure which creates a singular track. Gene Reindel (HMMH) responded that with RNAV flight procedure, almost all aircraft will be in a narrow section of the airspace, rather than being dispersed. Currently, some aircraft are starting to turn before the end of the runway. With RNAV, they try to take full use of runway on departure. Glenn stated that the RNAV procedure development has a set of criteria associated with it, and one of those is to not do a turn below 400 to 500 feet in combination with the end of the runway, which explains why the turns are not happening before the end of the runway.
 - Rich Teilborg (Southwest) commented that from an engine perspective, if operators can
 use reduced thrust and use more of runway to save on engine wear and tear, that is a
 consideration.
 - O Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) stated that RNAV is computer-controlled and questioned whether it would be possible to identify the most attractive routes for aircraft to fly from a noise abatement and safety perspective and then incorporate those into the RNAV procedures. Gene Reindel (HMMH) responded that the Project Team is dealing with this factor at several other airports and noted that when RNAV is implemented, aircraft cannot turn as early as they used to and potentially new communities could be overflown. Therefore, the Project Team has to be aware that in some situations moving towards performance-based navigation type procedures like RNAV, the result may be the opposite of the intent.



- Robert Belzer (NJCAAN) asked for clarification on the turn, and whether Gene was referring to an east turn as opposed to a west turn at the end of the runway. Gene Reindel (HMMH) responded affirmatively regarding the east turn.
- O Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) noted that in terms of RNAV, the Project Team looked more westerly relative to existing procedures. He questioned whether there was a reason the Project Team did not look at an easterly procedure such as a 185° heading for Runways 22L and 22R. Gene Reindel (HMMH) responded that the Project Team did a separate analysis based on Jerome's comments to look at whether 190° is the right heading and then used 65° vs. 60° on the RNAV Turn "2" analysis for Runways 4L and 4R.
- Joe Lepis (Newark Airport Community Roundtable) asked whether the analyses approximated existing operations. Gene Reindel (HMMH) responded affirmatively and stated that all three analyses overlay close to existing tracks to analyze departures flying different RNAVs.
- RNAV Departure Analysis Turn "0" (Slides 16) Gene Reindel (HMMH) noted that noise modeling results with RNAV "Turn 0" shows a shift in the contour south and west of the airport as well as a forecasted increase in the population and residential units in the 65-70 DNL contour. Gene noted that the Project Team has not yet analyzed changes to noise sensitive sites such as churches and schools. The evaluation presented on Slide 16 is an initial look to determine if any benefit exists; further evaluation will occur if the procedures move forward in the NCP process. TAC member discussion included the following:
 - Tim Middleton (Port Authority) stated that the Project Team did not look at more westbound turns because there are residential population centers located in that direction.
 - Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) stated that by
 mixing north and south flow numbers, the impacts are a blend. He commented that it
 would be better to look at them separately to see the pure impact/benefit of the
 procedures. Gene Reindel (HMMH) responded that the Project Team did separate out
 north and south flow numbers for benefit analysis purposes when appropriate and with
 other particular measures.
 - Joe Lepis (Newark Airport Community Roundtable) asked whether the straight-out procedure approximates the Turnpike route. Gene Reindel (HMMH) responded negatively and added that the Project Team looked at that route as a separate measure.
 - Glenn Morse (United) questioned since the procedure was so close in, if NADP did not have an impact. Gene Reindel (HMMH) responded that the Project Team did an NADP analysis on existing conditions, and it would be interesting to see if the straight out (O-Turn) procedure would be improved by the NADP.
 - Lindsay Butler (FAA) questioned whether these were 24-hour analyses. Gene Reindel (HMMH) responded affirmatively.

- Joe Lepis (Newark Airport Community Roundtable) questioned whether the additional use of fuel would be an issue. Gene Reindel (HMMH) responded that fuel savings are not typically evaluated in a Part 150 Study.
- RNAV Departure Analysis Turn "1" (Slide 17) Gene noted that this procedure is similar to what aircraft are flying now, with slight modification in that they would not quite be going to the 190° heading. The results of the analysis show a reduction in population and residential units within the 65-70 DNL contour. Gene noted that to have all aircraft on the same RNAV may not be feasible as this procedure would limit capacity, and the Project Team will have to talk further with TRACON and the Tower about the feasibility of this procedure. There was no TAC member discussion on this measure.
- RNAV Departure Analysis Turn "2" (Slide 18) Gene noted that a right turn at the end of the
 runway shows a more dramatic reduction in noise exposure to population and residential units.
 He stated that this procedure could be time-of-day driven when traffic capacity permits. TAC
 member discussion included the following:
 - Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) commented
 that the results tend to invite the question of what a further easterly turn would show in
 terms of a benefit. Gene Reindel (HMMH) noted that those results will be reviewed later
 in the presentation under a separate measure looking at increasing the turn angle on
 departure from Runways 22L and 22R.
- Multiple RNAV Departure Paths (Slides 19 through 21) this scenario would include all three RNAV procedures running in combination with a normal flight track distribution. This scenario looks at dispersing headings and included 25% of departures on Turn 0; 50% on Turn 1; and 25% on Turn 2. The results of the analysis show that there would be a benefit, however, it would not be as great as other independent measures with the sharpest turn to 190°. Gene noted the RNAV departing northbound straight out would add a swath of residential properties and shows a dis-benefit. TAC member discussion included the following:
 - Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) stated that when dispersions start spreading out, many aircraft head to the west, then subsequently turn. This may affect the space between the aircraft as they get further downstream.
 - Glenn Morse (United) stated that this may impact percentages, but the Project Team should try and put westbound flights straight out and eastbound furthest to the east.
 He noted that the percentage distribution of traffic should be reviewed to determine best mix. Gene Reindel (HMMH) responded that the term 'dispersion' isn't used here in its traditional sense natural variation of flightpaths around one procedures track; but that in fact we are discussing flight allocation to three separate RNAV procedure tracks.
 - Glenn Morse (United) commented that dispersion is typically 15° with regular departures and questioned whether the RNAV reduces that dispersion to 7.5° or 10°.
 Gene Reindel (HMMH) responded that the Project Team is looking at noise abatement and there is less benefit as most flights are heading west. The Project Team will look at



- the destinations and where flights are turning. There could be a more efficient use of RNAV.
- Glenn Morse (United) commented that there are different "wests" and that "west" includes north and east.
- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) questioned whether there is some sorting of planes, before they depart, to sort which aircraft would take each of the procedures. Russ Halleran (FAA ACTC) responded that is part of existing operations at EWR.
- Joe Lepis (Newark Airport Community Roundtable) questioned whether this heading went to Jersey City and whether it shows a benefit. Tim Middleton (Port Authority) stated that any aircraft off Runway 4/22 do not affect Jersey City as it is too far east of the airport.
- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) noted that 30 years ago, varied departure headings were looked at in a study and concluded that the existing heading 190° heading shows a benefit. Gene Reindel (HMMH) responded that he is surprised that, given improvements in newer aircraft being quieter, modeling still shows 190° and 60° headings as still being beneficial, even with nighttime arrivals as the main driver of the 65 DNL.
- O Joe Lepis (Newark Airport Community Roundtable) referenced Slide 21 and questioned whether the flights were nighttime arrivals as opposed to departures whether that would have an impact. Gene Reindel (HMMH) responded that the Project Team conducted a sensitivity analysis of daytime/nighttime departures and arrivals to determine what was really driving the 65 DNL; it was determined that nighttime arrivals contributed the most to the 65 DNL where most people live. Joe stated that there are take-offs in the early morning. Russ Halleran (FAA ATCT) stated that flight departures begin at 3 a.m. Arrivals end after 11 p.m. and the airport is quiet between midnight and 3 a.m.
- Straight Out Departures (Slides 22 through 24) this scenario assumes that aircraft would fly straight out, with no turn on each runway. The results of the analysis show that there would be no benefit to the 65 DNL, and that this scenario would actually increase the population and the number of residential units within the 70-75 and 65-70 DNL contours. Tim Middleton (Port Authority) noted that population count increase changes are greater to the north than the south. No additional TAC member discussion. Gene Reindel (HMMH) added that the results of this measure clearly show the existing turns to the east after departure provide noise benefit to the surrounding communities.
- Turnpike RNAV Departure (Slides 25 through 27) Gene Reindel (HMMH) stated that this
 procedure follows the New Jersey Turnpike and river and included 100% of aircraft operations
 on Runways 4L/22R and 4R/22L. Gene noted that population counts and the number of
 residential units would decrease under this scenario, however not as dramatically as some of
 the other alternatives discussed. Gene also added that this measure provided benefit to

- Newark, north of the airport, but a dis-benefit to Elizabeth, south of the airport. There was no TAC member discussion on this measure.
- Departure Heading Angle (Slides 28 through 30) Gene noted that this was another hypothetical scenario that analyzed the departure flight tracks for Runway 22L and 22R with departure headings of 190° heading +/- 5 and 10 degrees. The results of the analysis show that, for the decreased turn angle (+5 and +10) there would be a population increase within DNL 65; however, for the increased turn angle (-5 and -10) there would be a reduction to population and residential units in the 65 and 70 DNL contours. He noted that the Project Team has not yet analyzed which turn angle is optimal. TAC member discussion included the following:
 - o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) stated that these results are very interesting, commented that comparing the heading angles with the RNAV 10° or 5° the Project Team could get even better numbers. Gene stated that this example is not RNAV, this is a traditional procedure giving aircraft a new heading. Jerome stated that some of these results look really promising and questioned how far the Project Team can go with these before the end of month deadline. Gene stated that the end of month deadline is for new suggestions, and that the Project Team will be looking at the existing suggestions/alternatives in combinations. Tim Middleton (Port Authority) clarified that the end of month deadline is for any new procedures the Project Team has not yet looked at; all potential procedures shown at this TAC meeting will be considered for further refinement if warranted. He added that they will continue to refine the current procedures that show benefits.
 - Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) stated some airspace boundaries may not be cast in stone, and movements in boundaries could result in more population reductions within the contours. Gene Reindel (HMMH) stated that the Project Team meets with the FAA to look across all four NY/NJ metro area airports because these are not isolated airports and collaboration on air space boundaries is necessary.
 - o Glenn Morse (United) questioned whether the Project Team assumed aircraft continued straight out for the 180° or 190° heading. Gene Reindel (HMMH) responded that, no, the Project Team changed the angle at which the aircraft are turning using the existing tracks and following existing procedures. He reiterated that this scenario is not an RNAV, and that aircraft are modifying the turn angle on the existing tracks to make a steeper turn or a lesser turn.
 - Russ Halleran (FAA ATCT) commented that airport has seen a great benefit with 190° heading and noted that it was done for noise reduction.
 - o Robert Belzer (NJCAAN) proposed that an analysis be done for Runway 4 departures to see the benefit. Gene Reindel (HMMH) responded that the Project Team did that analysis with the RNAV 65°, which is 5° greater than what is currently flown, as well as a 57° heading. He noted that the difference is the location of communities. Robert questioned whether the Project Team modeled the RNAV 60°. Gene responded no, as



the 60° heading is what the majority of aircraft fly today. Russ Halleran (FAA ATCT) noted that weather and winds impact these headings. Gene stated that the Project Team will consider doing the same analysis to the north.

- <u>Use NADP's (Slides 31 through 34)</u> Gene noted that there were several comments requesting
 the use of FAA-prescribed noise abatement departure procedures (NADP); he stated that these
 procedures were originally designed for noisier aircraft and an older fleet. The Project Team
 modeled NADP 1 and 2 using slightly modified ICAO A and B INM profiles; these profiles were
 applied to EWR commercial jets in INM equipped with default ICAO A (7% of aircraft) and ICAO B
 (43% of aircraft) profiles to see if there is a benefit. TAC member discussion included the
 following:
 - o Glenn Morse (United) noted that based on what he has heard at the New York Part 150 meetings, he asked for clarification on the values of 7% and 43% profiled. Gene Reindel (HMMH) addressed the difference between the two studies and stated that the EWR Project Team used the standard model procedure for aircraft at EWR and there were modified model procedures used for the New York Part 150 studies. Glenn added that the INM procedure is not what is currently flown. Gene stated that the Project Team did not go further with dispersion at this point until it was determined that there is a benefit to doing so; the Project Team took the standard procedures but did not take the steps to apply this to all aircraft. He noted that it is very difficult to monitor the implementation of NADPs, as it is hard to see differences from how operators regularly fly.
 - Glenn Morse (United) stated that this analysis/measure may be a waste of time, as
 these procedures are automated now. He noted that for safety reasons, this is one of
 the more regimented stages of flight. Glenn added that the industry standard is NADP2
 and he does not want the model to overestimate the benefits of NADP1.
 - Tim Middleton (Port Authority) stated that based on what the Port Authority has seen at other airports in the Part 150 process, the Port Authority wants to get on the record saying that it supports the use of NADPs as the operator sees fit. He noted that flight tracks at LGA have different profiles and different thrust settings since the runway is so short. Glenn Morse (United) stated that there may be obstacles to having one procedure over another for the entire area given different speeds of aircraft and capacity issues. He stated that standardization would have advantages but that it should not be blended into DNL 65 contour. Gene Reindel (HMMH) stated that the modeling results should show evidence to the Port Authority to encourage the use of the NADPs. He noted that the use of NADPs cannot be assumed to be used in the definition of the NEM as the use of the NADPs cannot be monitored and it cannot be confirmed if the aircraft are doing it. If in the future, it is confirmed that 90% of aircraft are flying NADPs and profiles are confirmed, then NEM can be adjusted.
 - Glenn Morse (Airlines, Passenger United) stated that it is a misnomer to not call what aircraft fly an NADP. NADP1 and NADP2 profiles are constrained by safety operations

- and pilots would more commonly fly NADP2 as it is more fuel efficient. He noted that there is not a third standard profile.
- Tim Middleton (Port Authority) questioned Glenn Morse (United) about whether NADP2 is the standard for the airlines. Glenn responded affirmatively.
- o Rich Teilborg (Southwest) agreed with Glenn Morse's assessment.
- O Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) asked if the NADP1 procedure uses a lot of thrust to get the aircraft higher earlier. Glenn Morse (United) responded that it is the angle of climb and that thrust does not necessarily change. Thrust is more a function of the length of the runway and the ambient air temperature. Typically, for engine wear purposes, aircraft do not use full thrust for takeoff unless there is a safety issue or an obstacle. He stated that almost every take-off normally uses reduced thrust and that the only difference would be the way the profile is being flown, not necessarily the thrust. Russ Halleran (FAA ATCT) added that engines perform a lot better today so they do not need as much thrust as they did years ago.
- <u>Full Length Runway Departures (Slides 35 through 37)</u> this modeling analysis assumed all aircraft departed from the end of each runway for two scenarios: all departures over a 24-hour period; and nighttime departures only. Gene noted that for the 24-hour period, results were mixed; population counts would increase in the 65-70 DNL contour. For the nighttime period, population counts and residential units would increase in the 65-70dB contour interval, and decrease in the 70-75 dB contour interval. TAC member discussion included the following:
 - o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) noted the one of the main goals of the Part 150 process is to minimize the 65DNL population, and he questioned why the Project Team combines all the procedures that reduces impacts together to get the aggregate results, when there could be one potential ingredient that could provide benefit to the 65DNL. Gene Reindel (HMMH) responded that as part of the NCP document, Project Team will put individual and aggregate measures recommended by the Port Authority into the model to run a future case NEM to see results if all NCP measures are implemented. The Project Team will also show results measure by measure for FAA approval.
 - o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) asked if the representatives from the Port Authority who will pick the NCP measures are in attendance at these TAC meetings. Tim Middleton (port Authority) responded that his noise group at the Port Authority, which includes Adeel Yousuf and Jane Herndon, will work together in cooperation with FAA. He stated that, in general, any measure that is feasible and results in a benefit will probably be proposed as a measure in the NCP.
 - Russ Halleran (FAA ATCT) stated that nighttime runway maintenance needs to be considered. Andrew Brooks (FAA) noted that part of this effort is to talk to airport operations about utilization assumptions that are considered in the model; he added that FAA concurrence is required before approval. Tim Middleton (Port Authority) stated that Tom Bock (Port Authority) and Doug Stearns (Port Authority) attend the TAC



- meetings to speak about operational considerations at EWR. He also added that the Port Authority's goal is to propose measures that show noise benefits and are feasible to be implemented working within the framework of FAA and airport users.
- o Andrew Brooks (FAA) noted that going back to Jerome Feder's original question, the proposed measures will be used to develop the new exposure map that reflects the implementation of all improvement measures; the Port Authority may submit that map to FAA for acceptance. If FAA accepts every implementation measure, the FAA would consider that map as the new 2024 NEM and that would form the basis of noise abatement procedure implementation as well as land use and programmatic measures. Tim Middleton (Port Authority) stated that after the publication of the draft NCP document, there will be TAC review as well as more public comments and potential revisions.
- O Doug Stearns (PANYNJ) stated that there can be unintended consequences such as capacity constraints from adopting some of the noise abatement measures with the greatest benefit. Andrew Brooks (FAA) stated that the FAA considers this when reviewing the proposed measures but added that those measures that provide noise abatement in the nighttime hours have the most benefit due to the 10 dB penalty for nighttime operations. Tim Middleton (Port Authority) stated that the complexity of airport operations is different in daytime vs. nighttime hours and that those differences will be factored in. He added that a measure can be recommended for further analysis if it is deemed to have noise abatement benefits. Gene Reindel (HMMH) reminded the TAC of the evaluation criteria described earlier in the meeting that will be employed for analysis.
- o Robert Belzer (NJCAAN) asked if there would be a throughput analysis in the final report. Tim Middleton (Port Authority) stated that a capacity analysis is not part of the NCP, but it is discussed in terms of the approved forecast. Andrew Brooks (FAA) added that there are lots of ways to handle this analysis. FAA did a capacity analysis when they changed the Slot Rule for EWR. Doug Stearns (PANYNJ) added that this is reviewed on a daily basis by airport operations. Tim Middleton (Port Authority) stated that EWR operations, because of various recent factors, are more efficient now than would have been predicted two to three years ago.
- Rich Teilborg (Airlines, Southwest Airlines (SWA)) stated "don't mess with power for noise abatement". Engineers can come up with computer-controlled use. Aircraft operators generally reduce thrust any time they safely can to reduce fuel burn.
- 22L Offset Approach (Slides 38 and 39) this procedure is a hypothetical visual offset approach to Runway 22L that could be used as a nighttime arrival procedure to avoid the Ironbound area. The Project Team is in discussions with TRACON and airlines about this procedure. Gene noted that this procedure shows substantial benefits if it is able to be flown as modeled which would be a nighttime offset approach, with a 12° offset aligning on the runway with a .75 nautical mile

final approach. Discussions have centered around the .75 nautical mile measurement. If the Project Team were to go out to 3 nautical miles, zero benefit would be shown.

- o Gene Reindel (HMMH) then discussed how far out could the visual approach procedure be implemented before seeing the benefits go away. Gene stated that this analysis has not been done yet, but it would be somewhere within three nautical miles. The Project Team has received input from the airlines on where they align on the runway centerline given that it is a visual approach and it is further out than .75 nautical miles. He stated that an instrument approach procedure could be possible rather than a visual procedure, based on the meeting with TRACON and asked for input from the TAC.
- o Glenn Morse (United) noted that neither the carriers nor the Port Authority want to make promises they cannot keep. He explained the math of how a standard 3° arrival glide slope is roughly 318 feet per nautical mile of descent; .75 nautical mile measure is approximately 225 feet; the aircraft would need to make two turns to line up at the .75 nautical mile point, where the aircraft would be 225 feet in the air; that simply will not happen. He stated that for safety, carriers are required to be stabilized at 500 feet (out about 1.5 nautical miles). There is also a concern with the RNP approach with vertical and lateral guidance for an "S" turn; while it looks good on paper there are some safety concerns, particularly at night that should be fully addressed during any development. He continued that there are assumptions about the instrument approach which he is not sure about, such as how far away the pilot would want to line up on the center line of the runway. He stated that the Project Team should not take this measure off the table but that it needs to be looked at very carefully as the community is less than two miles from the end of the runway.
- Tim Middleton (Port Authority) stated that some of the FedEx planes are not capable of making this approach; he added that Phil Santos from FedEx has raised this concern at previous TAC meetings.
- Glenn Morse (Airlines, Passenger United) noted the 150- to 200-foot wing span of some aircraft does not equate with the 225 feet in the air.
- Tim Middleton (Port Authority) stated that there may be a middle ground between the existing ILS approach and starting at .75 nautical miles with some form of performance based procedure such as RNAV or RNP. This would show positive benefit but would require a more intricate process to implement.
- Glenn Morse (United) noted that making turns loses some degree of lift and aircraft require additional power. He stated that there may be another safer way to make the noise benefit
- Andrew Brooks (FAA) stated that FAA always appreciates this input and these are legitimate concerns to address. He stated that FAA does not want to create a hazardous situation in the interest of saving a decibel and noted that the feedback and dialogue is valuable to the Part 150 process and any future procedure development.



- Glenn Morse (United) stated that he supports the effort to come up with a procedure to get the noise benefit safely.
- Tim Middleton (Port Authority) noted that Phil Santos from FedEx has stated that FedEx operators prefer to fly more straight in.
- Russ Halleran (FAA ATCT) stated that for long haul aircraft the Project Team needs to consider how long the pilot has been flying to optimize safety, and to make sure that pilots do not need to "fight with the aircraft" to land it.
- o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) stated that this measure has large benefits, and if the landing was more automated there would be less need for pilot interaction. Glenn Morse (United) stated that it comes down to geometry if the procedure cannot be flown by the airplane. Jerome stated that not every airplane has to fly the same thing and that this procedure still needs to be explored. He continued that this procedure could be applied to the aircraft with greatest capability and that there may be a need to give up some of the operator's convenience. Glenn stated that this would not be a matter of convenience. He noted that there are similar procedures being proposed at LGA with communities the same distance away. There is already an offset procedure, developed by the FAA many years ago, with an RNP approach that does what is being proposed in this analysis. Glenn noted that the final way point where the aircraft would line up is right on top of the community that TRACON wants to avoid. He added that the way point was probably put at the closest point possible to the end of the runway for specifications of the procedures; this shows that the RNP approach final way point could possibly be right on top of the Ironbound section of Newark. Andrew Brooks (FAA) stated that airlines are willing partners when solicited for feedback; he added that Glenn Morse brings up a potential safety issue.
- Tim Middleton (Port Authority) stated that for the next TAC meeting, the Project Team
 will model different alignments to go farther out to find a point where there is no
 change. Glenn Morse (United) suggested that the Project Team should talk to LGA and
 then model overlaying the LGA procedure at EWR.
- Nighttime Preferential Runway Use (Slides 40 through 42) this measure is being evaluated as part of runway use analysis for the Part 150 Study. The procedure would move arrivals to Runway 29 when possible; Gene stated that this procedure would have a greater potential benefit than the Runway 22L offset procedure. He stated that the Project Team is unsure how often the Runway 29 procedure could be used at night and added that some aircraft are too large and too heavy to use that shorter runway, therefore these aircraft were not included in the model. Gene used the established Runway 29 arrivals procedure (GPS X arrival) and noted that the analysis shows a significant reduction in both population and residential units in the 65DNL. TAC member discussion included the following:
 - Russ Halleran (FAA ATCT) expressed concern. He noted that Gene had mentioned use of GPS X 29 from the south to the north as an overflow runway during the day at peak

- demand. Russ stated that the ATCT would need additional staffing at night to operate safely and that the ATCT Standard Operating Procedure would need to be updated, which he said was currently infeasible. All flows at LGA and JFK would also have to be aligned to permit the Runway 29 approach. He noted that on some occasions overnight maintenance takes place on runways which results in closing of runways at night.
- Gene Reindel (HMMH) asked whether there are times during the night when this
 procedure could occur. He added that the Project Team needs more information on this
 measure but wanted to document that it is being looked into.
- o Tom Bock (Port Authority) stated that the approach from the north to Runway 29 standard operating procedure may need to change. Russ Halleran (FAA ATCT) stated that this procedure cannot be used at night but noted that the bridge visual approach at Runway 29 could happen. He noted that GPS X 29 worked well a couple of weeks ago with a total of 18 planes directed to that runway. He stated that there is a benefit to this approach, but it is infrequently used as wind conditions need to be perfect. He explained the conditions that will work for this procedure and explained how it can work in the early afternoon for a good set of arrivals. Russ also stated that JFK and LGA procedures would have to be aligned accordingly while Runway 29 is used.
- Russ Halleran (FAA ATCT) stated that the GPS X 29 is not approved for nighttime operations. He explained the visibility requirements of the ATCT to allow visual approach for aircraft coming from the south of the Verrazano Bridge and then also explained how the ATCT decides sequence of arrival.
- Tim Middleton (Port Authority) suggested that Project Team could look at north arrivals to see if there is some benefit.
- o Russ Halleran (FAA ATCT) noted that stadium visual can be done at night.
- Gene Reindel (HMMH) stated that this procedure could be interconnected with the 22L offset approach and designed to work in combination with Teterboro airport. The Project Team will take this combination of procedures to TRACON for input.
- Glenn Morse (United) noted that the two visual procedures (from north and south) are approved for use at night and the RNAV instrumental approach is not authorized for use at night, which he stated, makes no sense. Glenn will review why visual procedures are used at night while the instrumental procedure is not allowed. He agreed there is a huge operational benefit to use the instrumental procedure at night.
- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) stated that FAA occasionally conducts airspace redesign type projects, where some of these opportunities could be incorporated. It would be good for the Project Team to keep a list of procedures that could be looked at during a full airspace redesign and suggested that the list could be kept in the document. Glenn Morse (United) noted that such an activity is going on now to improve flow of traffic along the Northeast Corridor (NEC) primarily in the New York area. He suggested a review of the NEC Next Gen Advisory Committee meetings at a future TAC or roundtable meeting. Andrew Brooks (FAA)



added that the entire corridor, from Richmond, VA to Boston, MA is part of the NEC process and that there are specific targeted short-term initiatives being looked at for airspace redesign. Glenn Morse (United) stated that noise is also a consideration of the NEC initiative.

Tim Middleton (Port Authority) added that NEC initiatives are focused to decouple all
the region's airports to reduce their interdependencies while enhancing safety and
efficiency of operations.

Gene Reindel (HMMH) reiterated that the NCP is a living program with recommended measures as well as justification for why other recommendations were not recommended at the time. He then reviewed the results of dwelling units and population analyses for noise abatement measures modeled to date (Slide 43 of the presentation). He noted that all measures were compared back to the 2021 baseline and that most measures would result in a reduction of both population and dwelling units within the 65-70 and 70+ DNL contours. Gene also reviewed and provided an explanation for why certain noise abatement measures not modeled by the Project Team (Slide 44 of the presentation).

NCP Document Outline

On Slides 45 and 46 of the presentation, Gene Reindel (HMMH) reviewed the NCP document outline and chapter content. Gene stressed that Chapters 2 through 4 will provide documentation on existing and recommended measures and why measures were considered but not recommended. Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) stated that with several Part 150 studies going on simultaneously, the study teams are coming out with information that is tantalizing. He questioned whether it would be possible to get together with all four NY/NJ airport study teams to revisit/remove some of the obstacles across the airports. Gene stated that the coordination is happening to some extent as the Port Authority is overseeing all four studies and there are cross-team meetings. Gene stated that an example of cross-airport coordination is the Runway 22L offset approach; in order to implement an offset approach at EWR, a procedure at TEB needs to be in place to make both of them work in tandem with both producing noise benefits, as such the EWR and TEB Part 150 Study teams have been coordinating regularly with the Port Authority and TRACON. Tim Middleton (Port Authority) added that the documents will not be combined, but the Project Teams are working together with similar outlines and measures; he added that the New York airports have similar issues with population centers so close to the airports.

Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) commented that he never would have thought that the Project Team would come across the opportunities of the magnitude that they have come across. He stated that while some of these procedures might not be able to be implemented, others are really close. Andrew Brooks (FAA) noted that the FAA and ATCT are all involved to look at operations to reduce barriers where possible.

TAC Member Discussion/Next Steps

Gene Reindel (HMMH) discussed the next steps in the NCP development process (Slide 47) and stated that the presentations at the next several TAC meetings will go into more detail on the land use measures and programmatic measures.

Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) questioned that, for nighttime arrivals, whether the offset 22L approach and Runway 29 preferential use would be competing measures. Gene Reindel (HMMH) responded that both could be implemented but the Project Team would need to look at when there are good opportunities to use Runway 29 or that 22L may not be beneficial because of effect it has on TEB; he added that these recommended measures still need to be worked out implementation-wise.

Glenn Morse (United) stated that he cannot recall how FedEx felt about the approach to Runway 29 at night and added that the short runway length could be a limitation. Gene Reindel (HMMH) agreed and provided the example that MD 11 aircraft cannot use the shorter runway, so it was not modeled. Glenn added that when there are strong winds, some aircraft turn down using Runway 29 and prefer to come straight in and may require additional spacing; he added that this may also be an issue.

Gene Reindel (HMMH) reiterated the cut-off day of November 30th to submit new noise abatement procedure ideas so that the Project Team can have sufficient time to model and determine what is implementable. He reviewed the schedule and stated that the next meeting would take place sometime between February and April 2018. He noted that the Project Team will be maintaining the number of TAC meetings set forth in the original schedule. He then reviewed the public hearing timeframe of September 2018.

Next EWR Part 150 TAC Meeting

The next TAC meeting will be sometime between February and April 2018 to present preliminary list of NCP measures for possible Port Authority recommendation for noise abatement and land use strategies. A description of program management measures will also be discussed.



THE PORT AUTHORITYOF NEW YORK & NEW JERSEY

Technical Advisory Committee #13

14 CFR Part 150 Study - Newark Liberty International Airport

July 19, 2018 - 1:30 PM to 4:30 PM (scheduled time)

Attendees:

TAC Members (and Alternates):

Name	TAC Member Organization/Affiliation	In Attendance
Bill Huisman	Aviation Development Council (ADC)	√
Philip Santos	Airlines (Cargo), FedEx	
George Hodgson	Airlines, Southwest Airlines (SWA)	
Rich Teilborg	Airlines, Southwest Airlines (SWA)	√
Harel Margaritz	Airlines (Passenger), United	
Glenn Morse	Airlines (Passenger), United	
Gabriel Andino	AVPORTS TEB Staff	✓
William Holzapfel	City of Elizabeth	✓
Phyllis Reich	City of Elizabeth	
Joseph DiVincenzo, Jr.	Essex County	
Sanjeev Varghese	Essex County	
David Antonio	Essex County	
Andrew Brooks	Federal Aviation Administration (FAA)	√
Lindsay Butler	FAA	
David Fish	FAA	
Zack DeLaune	FAA Airports District Office (ADO)	
Suki Gill	FAA Airports District Office (ADO)	
Steven Kapsalis	FAA ADO	
Robert Gibney	FAA Airport Traffic Control Tower (ATCT)	√
Russell Halleran	FAA ATCT	
Tom Malone	FAA Flight Standards District Office	
Mark Guiod	FAA TRACON	

Name	TAC Member Organization/Affiliation	In Attendance
Steve McClain	FAA TRACON	
Michael Porcello	FAA TRACON	
Christine West	FAA New York TRACON	
Eric Richardson	FBO, Signature Flight Support	
Cameron Singh	FBO, Signature Flight Support	
Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)	
Alturrick Kenney	City of Newark	
Robert Belzer	New Jersey Citizens Against Airport Noise (NJCAAN)	
Michael Kroposki	New Jersey Coalition Against Aircraft Noise (NJCAAN)	√
Norman Dotti	Newark Airport Community Roundtable	✓
Joe Lepis	Newark Airport Community Roundtable	√
Steve Brown	National Business Aviation Association (NBAA)	
Ricky Ahmed	Newark International Carriers (NICC)	
Chip Hallock	Newark Regional Business Partnership (NRBP)	√
Barbara Kauffman	Newark Regional Business Partnership (NRBP)	
Tom Bock	PANYNJ EWR Staff	
Rosario DiGangi	PANYNJ EWR Operations	√
Frank Radics	PANYNJ EWR Staff	
Chris DiCicco	Staten Island	
Jason Razefsky	Staten Island	
Jim Shipp	Staten Island	√
Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)	
Bruce Bergen	Union County	~
Angel Estrada	Union County Freeholder	✓
Philip Kandl	Union County	✓
Kamal Selah	Union County	✓
Jerome Feder	Union County Freeholder Air Traffic Noise Advisory Board	✓



Study Team:

Name	Organization/Affiliation
Kristen Ahlfeld	FHI
Leslie Black	FHI
Mary Ellen Eagan	HMMH Project Director
Eugene Reindel	НММН
Rhea Gundry	НММН
Jane Herndon	PANYNJ
Timothy Middleton	PANYNJ
Juan Rojas	PANYNJ
Doug Stearns	PANYNJ
Adeel Yousuf	PANYNJ

Welcome and Introductions

Kristen Ahlfeld (HMMH Study Team) began the meeting by welcoming attendees and members of the public to the thirteenth meeting of the Newark Liberty International Airport (EWR) Part 150 Noise Study Technical Advisory Committee (TAC) and highlighted the agenda for the meeting. Attendees introduced themselves.

Joe Lepis (Newark Airport Community Roundtable) announced that the next meeting of the EWR Noise Community Roundtable will be held in September or October. Once the date is finalized he will send out an announcement.

Part 150 Process Review

Rhea Gundry (HMMH) provided an overview of the study progress to date (Slide 4 of the presentation¹). She noted that the EWR Noise Exposure Map (NEM) is expected to be submitted to the FAA in early 2019, consisting of an existing condition (year 2019), and a forecast condition (year 2024). She noted that the EWR Noise Compatibility Program (NCP) is still in development.

Noise Modeling Inputs

Rhea Gundry (HMMH) reviewed the inputs that were used in the noise model to develop the 2019 and 2024 NEM and noted the sources of the data that changed from the 2016/2021 noise model input, as presented on Slides 6 through 14 of the presentation. In terms of weather data, 2017 data was used for the 2019 and 2024 noise exposure contours (2015 data had been used previously for the 2016 and 2021 contours).

For the forecasted airport operations and fleet mix, the most recent 12 months of data available at the time were used: October 1, 2016 through September 30, 2017. Rhea stated that the forecast reflects

¹ TAC Presentation materials can be found on the project website (http://www.panynipart150.com/EWR TAC.asp); slides will be referenced in this meeting summary.

how EWR is operating currently, and no longer includes a split or change from Level 2 operations; the 2019/2024 forecast was approved by FAA on May 1, 2018.

Slide 7 of the presentation shows a comparison of the 2016/2021 and 2019/2024 forecast data; Rhea noted that the 2019/2024 forecast is higher based on current operating conditions.

Joe Lepis (Newark Community Roundtable) questioned whether the recent issues with Boeing and Airbus subcontractors assembling and delivering planes on time was factored into the forecast development. Rhea stated that the Project Team will be using the approved forecast, which is a projection based on data/information the Port Authority had available at the time of development. Joe further questioned that if there is a delay in aircraft delivery whether the forecast would need to be changed. Gene Reindel (HMMH) responded negatively and stated that at some point in the modeling process, the data input needs to be cut off and use what is available. He added that the forecast has been compared to EWR operations through June 2018 and the numbers are comparable. Andrew Brooks (FAA) added that issues with subcontractors would be more influential for a longer-term forecast. He added that EWR is reaching capacity, so it probably would not be an issue; however, should it become an issue at some point in future, the maps would need to be updated and kept current to maintain eligibility for measures under an approved NCP.

Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) referred to the table on Slide 6 and questioned why the FAA approved forecast was lower than the 2017 FAA Terminal Area Forecast (TAF). Rhea used the information on Slide 8 to respond and stated that the TAF is unconstrained and slightly more aggressive as opposed to the Port Authority forecast, which takes into account the rising enplanements at EWR. She stated that this would be accounted for with upgauging, so larger aircraft account for more passengers rather than just an increase in flights. Also, with the change from the Level 3 slot restriction, EWR is still a constrained airport even though the TAF is assuming 1.8 percent unconstrained annual growth. Tim Middleton (Port Authority) stated that both forecasts use the same number of passengers per year, the difference is that the approved forecast for the study uses a different upgauging for the aircraft types included in the forecast.

Michael Kroposki (NJCAAN) asked for additional explanation of the change in fleet mix and the upgauging between 2016 and 2019 and questioned whether the Project Team could provide detailed calculations for the projections. He added that if the forecast assumes larger aircraft, larger aircraft are noisier. Gene stated that larger aircraft are not necessarily noisier and added that the upgauging is accounted for through less regional jets and more standard jets like the Boeing 737's used by Southwest and United. The full forecast will be included as part of the documentation, which includes the breakdown by aircraft type. Tim Middleton added that some upgauging are 1:1 replacements, meaning that airlines are replacing 737-300, or 737-500 series with 737 Max type aircraft, which can fit more passengers and fly more quietly because they are newer planes with newer engines. He added that in



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general, aircraft replacements across the country are being done with more seats and quieter aircraft and that is what the Port Authority is seeing at their airports as well.

Michael Kroposki (NJCAAN) questioned how the load factor was being affected by constraints and upgauging. Tim stated that the load factors are based off the same assumptions used for previous forecasts. Load factors are based off of summer months being the busiest time of the year, these load factors are then extrapolated out for the rest of the year. Andrew stated that the load factors are fairly consistent; since the forecast is based on passenger growth, and in order to accommodate the passenger growth, aircraft are up-gauged, the load factors remain relatively constant as the growth is experienced.

Joe Lepis (Newark Airport Community Roundtable) brought to the attention of the TAC a recent Star Ledger newspaper article on the potential plan for closing Teterboro Airport and sending those flights to EWR. He questioned whether there was any data to back the plan up. Tim noted that study was conducted by the Regional Plan Association and not sponsored by the Port Authority, so the Port Authority cannot speak to the contents of the study. Andrew stated that there have been other Regional Plan Association studies for the New York Airports as well; however, these studies are not funded or sponsored by the Port Authority.

Rhea presented information on aircraft substitutions (Slide 9), these substitutions are for aircraft not currently in the model, therefore the Project Team had to make recommendations and request substitutions from FAA. Andrew noted that the FAA has already issued approvals for the substitutions. Rhea also noted that the aircraft types noted with an asterisk in the table are aircraft types that have are in addition to the aircraft types approved for the 2016/2021 forecast, due to the changes in the fleet mix in the 2019/2024 forecast.

User-defined profiles were presented on Slides 10 and 11. Rhea went over an example of a hold down at 6,000 feet created in the model to reflect current operations at EWR. Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) asked about the blue line on the graph on Slide 11 and whether the actual data is showing the aircraft a lot lower than what is being modeled. Rhea responded that the blue line shows one stage length and the stage lengths are surrogates to the weight of the aircraft based on where it is going and how much fuel it is carrying. She added that the grey dots represent all the radar data for that particular aircraft type; the blue line shown is a single profile over the radar data, but the modeling accounts for multiple stage lengths and heavier aircraft that would be at lower altitudes. Jerome further questioned whether the Project Team was confident that there was not a systematic error that could affect the results. Rhea responded affirmatively, that all radar data is accurately represented of what is actually flown via the different stage lengths for aircraft. Gene also responded affirmatively and added that the one year of flight track data obtained by the Project Team was compared to the flight track data used for the previous 2016/2021 modeling and there were no

differences in the hold downs. He added that there are other profiles that are part of this plot, however this is just one profile/example.

The runway utilization rates shown on Slides 12 and 13 present slight differences when compared to the 2016/2021 utilization rates, however Rhea noted that the parallel runways (4L/22R and 4R/22L) are still the primary runways used for takeoffs and landings. Tim added that the slight percentage differences can be attributed to normal weather and maintenance activities that vary from year to year.

For flight track geometry, Rhea noted that there is one additional arrival procedure that has been included in the model. The FAA published the GPS-X procedure for Runway 29 on August 20, 2015. This procedure (Slide 14) brings air traffic from the south between New York and New Jersey, cutting across Jersey City, and flies into Runway 29. Gene added that this procedure is primarily used for arrivals during heavy use of Runway 4R and 4L. This procedure was not developed when the 2016/2021 NEM was started, but the project team acquired radar data to show how it is flown; therefore, this procedure has been included in the model and accurately reflects the percentage of aircraft that use that procedure. Joe Lepis (Newark Airport Community Roundtable) questioned how this procedure affects LaGuardia Airport (LGA) flights. He stated that he assumed any conflicts would be addressed. Gene responded affirmatively and stated that the airspace is deconflicted when the procedure is used, but that it also requires an extra person in the tower to manage the use of the procedure. Joe questioned how often the procedure will be used. Tim stated that Runway 29 is only used about 3 percent of the time and the GPS-X procedure was only used a couple of hundred times over the course of the year. Tim added that it's really only flown under very specific conditions. Andrew added that in times of heavy use on the 4's, his estimate is that the procedure is flown maybe 2 to 3 operations per hour and reiterated that GPS-X is used only under very specific conditions. He added that data and assumptions are included in the Environmental Review, a Categorical Exclusion, for this procedure.

Draft 2019 and 2024 NEM Contour Results

The Draft 2019 and 2024 NEM contours are shown on Slide 15 of the presentation. Rhea Gundry (HMMH) noted that the shape of the contours looks very similar to the 2016/2021 contours. The 2019/2024 contours share the similarities as the previous contours, because the airport layout, runway use, flight tracks and fleet mix have not changed much. The major difference is the amount of operations modeled. When overlaid on top of each other, the 2024 contour is larger than the 2019 contour, as expected, which accounts for the forecasted increase in operations at EWR in 2024 (see Slide 16 of the presentation). The land use and population projections within the contour were also presented.

On Slide 17, Joe Lepis (Newark Airport Community Roundtable) asked for clarification on the location of the DNL 65 contour and questioned whether the 65 DNL extends into Kearny and Harrison. Rhea responded affirmatively.



Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) questioned how much the population changed within the contour between 2016 and 2019. Gene Reindel (HMMH) responded that percentage-wise, the change is fairly low. He noted that in 2016 there were approximately 23,000 to 24,000 people within the contour and for 2021 about 26,000 people within the contour.

Michael Kroposki (NJCAAN) questioned whether the Project Team prepared a comparison of the 2016 and the 2019 map. Tim Middleton (Port Authority) stated that the 2016 and 2019 maps are not reflective of current conditions or future conditions, so comparing them to what has been prepared now would not be a fair comparison. The Project Team felt it was important to set the new baseline based on how EWR is operating now, especially since the 2016 forecast assumed a Level 3 Slot Controlled airport and EWR is currently operating as a Level 2 Schedule Facilitated airport; it would not be a direct comparison. He stated that the 2016 contour looks somewhat similar to the 2019 contour and that 2024 is larger. Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) questioned whether the conclusion can be made that the differences between the contours is because of the Level 3 to Level 2 switch. Gene stated that the slot change played a role in the difference but that it can also be attributed to new aircraft, upgauging of aircraft, quieter aircraft, more operations — it is really a combination of factors. Tim added that the forecast that created the 2016 and 2021 maps was approved in February 2016 and a lot has happened at EWR since then that makes it not as applicable. He stated that the study is moving forward with the data that is currently available to produce the most accurate forecast and maps.

Kamal Saleh (Union County) questioned how the housing data shown on Slide 16 was developed. Rhea stated that the Project Team used the 2010 Census. Kamal further questioned whether the Project Team was meeting with county and local planners as he believes that Elizabeth has some development taking place that the Project Team should be aware of. Rhea stated affirmatively that members of the Project Team met with local jurisdiction planners to discuss their current plans for future growth. She also stated that is why the tables say "estimated" since the projections are based on the 2010 Census.

2019 Noise Exposure Map Schedule

Rhea Gundry (HMMH) reviewed the Draft NEM schedule on Slide 18 of the presentation. She stated that the Draft NEM report will be available for public review and comment in early September 2018 in advance of two public workshops. The document will be available online as well as at the same locations where it has been available previously. Two public workshops will be held in September – one at Union County College in Elizabeth on September 25th; and the other at the Weequahic Park Sports Authority Community Center in Newark on September 26th. Both meetings will be held from 6:00 to 9:00 PM.

Michael Kroposki (NJCAAN) asked whether the Project Team could provide an estimated date for when the document will be available online. Rhea stated that TAC members, as well as anyone who has signed up for the project email list, will receive a notification when the document goes live. Tim

Middleton (Port Authority) added that the document will be released in early September, at a minimum 1 week before the workshop. Rhea stated that comments received to date on the previous NEM documents from TAC members and the public will be included within the Final NEM; she added that TAC members should not feel obligated to resubmit comments as comments received to date have been maintained in a database and will be part of the final submittal to FAA. They will not be included in the draft NEM, but the comments and their respective responses will be included in the Final NEM.

Michael Kroposki (NJCAAN) questioned why the Integrated Noise Model (INM) software was used rather than the Aviation Environmental Design Tool (AEDT). He commented that INM is significantly obsolete and has not been updated in years. Tim stated that when the Part 150 studies began at the 4 airports (EWR, JFK, LGA, and TEB), INM was the current and approved FAA noise model. The Port Authority has an agreement with the FAA that INM would be used for the length of the Part 150 studies. He stated that one of the reasons the Project Team is continuing to use INM for this NEM revision is the fact that the project (EWR Part 150 Study) is still the same that was initiated in 2015. He stated that any updates that are required after the NCP is approved by the FAA later in this process, those updates will be done using the latest available model. Michael questioned whether there is a significant difference between the two models. Tim stated that the Project Team has not run any comparisons as the project is required to use the approved model, INM. He added that if a Part 150 Study were to start today that the current model would be AEDT, but for now the Project Team will continue to use INM as it is the approved model for the study.

Noise Compatibility Program Development Process

Gene Reindel (HMMH) reviewed the NCP development process on Slides 19 and 20 of the presentation. He noted that the Project Team is beginning to put together Programmatic Measures for Port Authority approval.

Joe Lepis (Newark Airport Community Roundtable) questioned, with respect to land use strategies, whether there is a dedicated fund for the remediation of properties. Andrew Books (FAA) stated that the measures proposed by the Port Authority for EWR would compete for funding under the Airport Improvement Program, which funds airport infrastructure improvements nationwide. Roughly \$3.5 billion is allocated to this program annually; however most of the funding is allocated to specific airports. Airport improvements are made with this funding as well as a number of other commitments, leaving a noise abatement set-aside of about \$100 to 150 million annually. He stated this number is an estimate and that it does vary based on the number and type of commitments in a given year and that he is stating this from memory so do not quote him on the exact amounts.

Progress Update on NCP Report Development

Gene Reindel (HMMH) stated that the Project Team is beginning to put together the NCP document (Slides 21 and 22 of the presentation) and described the chapters that will be included. Gene noted that



the most important chapters of the NCP are Chapters 2, 3 and 4, which discuss noise abatement, land use management, and program management NCP measures, respectively.

Joe Lepis (Newark Airport Community Roundtable) questioned whether there was a specific region for the FAA in which the Part 150 Study is located in. Gene responded affirmatively and stated that this study is located in the Eastern Region. Andrew Brooks (FAA) added that the region is made up of 7 states: New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, and Washington D.C.

Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) asked if selected abatement measures will be presented before being put in the final report. Gene responded that the Project Team is compiling noise abatement measures/information, as well as land use and programmatic measures, and will document and then present what is being contemplated for recommendations at the next TAC meeting. The TAC will know before the document comes out what the recommendations from the Port Authority will be.

Noise Abatement Measures

Beginning on Slide 23 of the presentation, Gene Reindel (HMMH) reviewed the noise abatement measures that have been analyzed to date and that may/may not be recommended in the NCP.

- Flight Tracks (Slides 23 and 24) strategies analyzed to date would have a noise benefit or
 would reduce the number of people overflown. These strategies may be recommended as part
 of the NCP. TAC member discussion included the following:
 - Joe Lepis (Newark Airport Community Roundtable) asked about West Hudson Park and
 whether the Project Team has considered the reaction to turning flights over the park.
 Gene stated that the park is surrounded by residential; he added that the Project Team
 is not making recommendations at this time, but in his opinion, this would probably not
 be a recommendation since it would concentrate flights to a particular area. Rhea
 Gundry (HMMH) stated that the park is outside the 65 DNL so this strategy would not
 benefit the DNL 65.
- Potential Preferential Runway Use (Slides 25 and 26) measures were reviewed. A nighttime
 preferential runway use program would be the only strategy that would have a noise benefit
 and therefore may be recommended as part of the NCP. No additional TAC member discussion.
- Arrival/Departure Procedures (Slides 27 and 28) the design and implementation of RNAV departure procedures, elimination of intersection departures at night on Runway 22L and 22R and the use of the FAA-prescribed Distant Noise Abatement Departure Profile would result in a potential noise benefit, improve land use compatibility, and/or reduce overflights and therefore may be recommended as part of the NCP.

- Joe Lepis (Newark Airport Community Roundtable) questioned whether existing aircraft would need to be retrofitted for RNAV. Gene responded negatively and stated that the Project Team would assume that those aircraft that are equipped to fly RNAV would fly those procedures.
- Airport Layout Modifications (Slide 29) none of the strategies analyzed to date may be recommended as part of the NCP. TAC member discussion included the following:
 - Joe Lepis (Newark Airport Community Roundtable) questioned the locations of stationary run ups at EWR and further questioned whether it is because of quieter engines that they are not a noise issue. Gene stated that the locations of where the maintenance run ups occur are included in the NEM noise modeling and that the Project Team used the last 2 years of data to determine how many were done, where they were done, and the direction they were facing. Tim Middleton (Port Authority) added that there are very few locations around EWR where they are conducted, however we have no record of any complaints received for run ups. He added that most of the run ups are conducted on the north and south sides of the airport, all contained within the airfield.
- Use Restrictions (Slide 30) none of the strategies analyzed to date may be recommended as part of the NCP. TAC member discussion included the following:
 - Joe Lepis (Newark Airport Community Roundtable) questioned whether other airlines besides FedEx used DC10's and MD11's. Gene stated that information would be included in the forecast. Tim added that if there are other carriers using them, overall, it is a fairly low percentage at EWR.
 - Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) commented
 that it appears that if the Project Team were to combine all of the most promising
 strategies that there would still be incompatibility. Gene responded affirmatively and
 stated that if a program is in place that uses noise abatement strategies as well as land
 use and programmatic strategies that potentially eliminate land use incompatibilities,
 then use restrictions are off the table.
 - Tim noted that currently, the Port Authority is only interested in pursuing noise abatement, land use and programmatic strategies; the Port Authority at this point in time, has no intention of pursuing any restrictive measures. Tim added that some noise mitigation measures, such as sound insulation programs can take a long time to implement.
 - Jerome commented that time frames of 15 to 20 years for a noise mitigation strategy would be longer than some lives of residents and that the Port Authority should be looking at practical horizons for some of the strategies.
 - Jerome then questioned Andrew Brooks (FAA) as to whether the FAA has established practical thresholds for implementation and whether the FAA would consider other



measures if the threshold was in fact too long. Andrew stated that the intent of noise abatement is to reduce the noise at its source while noise mitigation focuses on reducing the noncompatible land uses. Within this region, there is a recognition that this program is going to take a long time. Andrew provided the example of Chicago O'Hare Airport that is in its 15th year of implementation of mitigation. Buffalo, which is much smaller, took 7 years to fully implement. Tim Middleton (Port Authority) added that the two other items to consider are funding and man hours to accomplish the

- Jerome commented that one of the items not on the strategy list is revisiting the Level 2/Level 3 classification and questioned whether it would provide some incremental benefit. Andrew stated that if it was to be revisited, it would be based on current operations and that EWR would not switch back to 2016 slot levels; any change would be based on current operations.
- O Jerome stated that there is likely to be some residual population that is still affected as there is not a huge pot of money available for sound insulation. He noted that using some of the restrictive measures could put the Port Authority closer to its goals of no incompatibility. Andrew reviewed the relationship between Part 150 and Part 161. He also stated that the Port Authority, as a federal grant recipient, is subject to grant assurances that require the availability of access to the airport for anyone who wishes to use it; access restrictions are a violation of grant assurances. He added that, in consideration of a Part 150 Study, looking at use restrictions is required, but they never get implemented because there are a number of other measures that are more feasible for implementation. Jerome commented that he would like to revisit this.
- O Joe Lepis (Newark Airport Community Roundtable) questioned Andrew Brooks about the funding levels he mentioned earlier and whether EWR would be in competition for the funding with about 100 other airports. Andrew responded negatively. Joe then asked whether FAA prioritizes airports that are doing Part 150 studies in terms of allocation of funding. Andrew stated that FAA uses a National Priority Ranking for projects that are considered priority ranking for noise allocation; allocation is based on noise exposure, and then subsequently from the number of people that would benefit from it
- O Joe Lepis (Newark Airport Community Roundtable) questioned the Port Authority about whether they obligate their own funding for the noise programs once they enter into the Part 150 Study agreement with FAA. Tim stated that the NCP implementation would mirror the funding levels of an AIP grant: 80% from FAA and 20% from the Port Authority. Since TEB is a General Aviation airport, the split would be 90% FAA funding and 10% Port Authority funding. Tim stated that there are no projected costs at this time. Andrew added that just because the Port Authority has embarked on this study, it does not obligate them to pursue anything. He added that the Port Authority needs to decide the measures they want to pursue in the NCP submittal. FAA needs to approve

the NCP measures, which then makes them eligible for funding under the Airport Improvement Program (AIP). Tim added that Chapter 5 of the NCP is an implementation plan, which will include tables that will list the associated estimated costs of each measure. He stated that the approval of the NCP does not provide access to all of the funds, so the Port Authority needs to carefully pick the measures it wants implemented. Andrew added that the projects would be in competition for funding with other airports. He also stated that right now, the FAA plans to issue a Record of Approval on the NCP in 2020.

- Joe Lepis (Newark Airport Community Roundtable) asked for clarification on whether the highest amount of any Port Authority obligation is only 20% of the FAA funding.
 Gene stated that information will be provided in the document. Chapter 5 will include costs of each measure, responsible parties and how that measure could get funded.
- Jane Herndon (Port Authority) noted that if the Port Authority determines to move forward with a construction project, that the procurement process is a lengthy process before work can begin.
- Kamal Saleh (Union County) questioned, given the cost of sound insulation, would the Port Authority consider acquiring property. Gene responded by pointing to the land use strategies listed on Slide 19. The Port Authority will look at these measures and will make recommendations in the NCP document.
- Jane Herndon (Port Authority) clarified that the Port Authority is not going to be in a
 position to require municipalities to modify their land uses; the Port Authority
 recognizes that land use falls under local government purview. She added that if a
 municipality wants to develop an ordinance to prevent further incompatible land use,
 the Port Authority would be happy to work with them, if requested.
- o Joe Lepis (Newark Airport Community Roundtable) commented that at a previous meeting, the Project Team discussed meetings with local jurisdictions, and it appeared to him that not much was accomplished at those meetings. Tim responded that the Project Team has met with representatives from local governments to brief them on the Part 150 Study and process as well as the NCP and some of the measures. The NCP document will identify those measures recommended by the Port Authority and is open to working with each municipality to address noise and incompatible land use. He stated that no commitments or promises were made at those meetings.

Noise Modeling Results – Departure Heading Angle

Gene Reindel (HMMH) began the discussion of this noise abatement measure by stating that the Project Team, based on TAC member and public comment, wanted to see if turning aircraft further to the east would be beneficial (Slides 31 through 34 of the presentation).

Based on the results, changing the 190 degree heading by 10° and 5° does provide a noise benefit, as shown on Slide 33, with less population within the noise contours. Gene added that the Project Team is



mitigation.

coordinating with the FAA on whether the heading can be increased, and, because of potential conflict with LGA traffic to the east, how far can the aircraft be turned. He noted that the optimal condition is usually the fewest people exposed to noise, but really what is optimal will be the fewest people exposed

Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) asked whether RNAV was introduced into this and whether it might be able to achieve more in terms of the angle. Gene stated that the Project Team did look at RNAV and it will be included in the document. He added that the important point departures to the south is to turn them as soon as they can to avoid the neighborhoods in Elizabeth; with RNAV, the turn happens further down the flight path. Gene added that, without RNAV, the turn can be made as soon as a certain altitude is reached. The Project Team is evaluating RNAV, but Gene stated that it may not be the solution for the easterly heading; however maybe more aircraft can make the easterly heading than are doing it now to achieve a greater benefit. Jerome thanked the team for looking at RNAV.

Noise Modeling Results - Multiple RNAV Departure Paths

The Project Team developed three hypothetical RNAV departure tracks (Slides 35 through 37 of the presentation) to determine the potential effectiveness of reducing aircraft noise. The analysis resulted in a noise benefit; therefore, Gene Reindel (HMMH) stated that there may be a benefit to using RNAV, despite its technical limitations. Gene added that more analysis will be done on this measure.

Noise Modeling Results - 22L Offset Approach

to noise given the airspace limitations.

Slides 38 and 39 present the results of an analysis on a hypothetical visual offset approach to Runway 22L. The results of the analysis show that there is most benefit at 0.8 nautical miles; however, increasing the alignment distance (in half nautical mile increments) increases the number of people that are being overflown in the Ironbound area of Newark (i.e. reduced noise benefit).

Rhea Gundry (HMMH) stated that, for the NCP document, analyses will be done using the 2024 NEM.

Norm Dotti (NJCAAN) questioned whether the Project Team was looking at lower speed departure procedures. Gene Reindel (HMMH) stated that the Project Team is looking at de-rated thrust take offs. Gene added that there is no good method of evaluating those procedures in the INM, but he has seen some results in the Standard of Automotive Engineering that show that the contours narrow and elongate; knowing where the populations are around EWR, Gene stated that he was not certain of the benefit, and it cannot be modeled in the INM; therefore, those procedures may not be able to be included at this time. Tim Middleton (Port Authority) commented that it may be feasible to request the airlines to do that procedure on a voluntary basis and to have it included for analysis as part of a future NEM/NCP update.

Michael Kroposki (NJCAAN) questioned whether a different noise model can be used to determine compatibility. Gene stated that only the INM could be used in order for the results to be acceptable by the FAA. He added that once a new model is introduced, FAA needs to approve that model, and it would be very difficult for FAA to approve if they do not know what the results of that model will be.

Next Steps

Gene Reindel (HMMH) reviewed the next steps for the NEM and NCP as listed on Slide 40 of the presentation.

Tim Middleton (Port Authority) noted the confirmed dates for the public workshops in September and he requested that TAC members share them with their constituencies. He added that the Project Team will have meeting materials such as a flyer and possibly a newsletter that can be forwarded via email as well as newspaper advertisements. Gene added that the Project Team is encouraging people to come out and view the NEM and speak to the study team.

Joe Lepis (Newark Airport Community Roundtable) questioned whether the Port Authority would be sending an email blast to the 400 people listed as interested parties for the Roundtable. Tim stated that he will make sure that whatever is sent out to the TAC and the project email list will also be sent to the Roundtable leadership. Joe also mentioned that he was anticipating a Roundtable meeting at the end of September, however seeing as the workshops will be held at that time, the Roundtable meeting may be held sometime during the first week of October.

Tim stated that the next TAC meeting may be held after the public workshops, most likely in October. The focus of that meeting will be the updated NCP analyses using the 2024 NEM. After that, the next TAC meeting will be held in February 2019.

TAC Member Discussion

Michael Kroposki (NJCAAN) questioned whether TAC members can submit additional questions before the next meeting. Gene Reindel (HMMH) responded affirmatively and stated that it would probably be helpful if those questions were sent to TAC members, so everyone can see the comments or questions. Tim Middleton (Port Authority) noted that questions and comments related to the TAC should be sent to him and that Kristen Ahlfeld (FHI) should be cc'd.

Tim thanked TAC members for their continued support and involvement in the Part 150 process.

Next TAC Meeting

The next TAC meeting has been tentatively scheduled for October 2019 – date and time TBD – to review the NCP analysis.



THE PORT AUTHORITY OF NEW YORK & NEW JERSEY

Technical Advisory Committee #14

14 CFR Part 150 Study – Newark Liberty International Airport
October 24, 2019 – 1:00 PM to 4:00 PM (scheduled time)

Attendees:

TAC Members (and Alternates):

Name	TAC Member Organization/Affiliation	In Attendance
Bill Huisman	Aviation Development Council (ADC)	
Philip Santos	Airlines (Cargo), FedEx	√
George Hodgson	Airlines, Southwest Airlines (SWA)	
Rich Teilborg	Airlines, Southwest Airlines (SWA)	
Harel Margaritz	Airlines (Passenger), United	
Glenn Morse	Airlines (Passenger), United	√
Gabriel Andino	AVPORTS TEB Staff	
William Holzapfel	City of Elizabeth	
Phyllis Reich	City of Elizabeth	
Jorge Estrada	City of Elizabeth	√
Joseph DiVincenzo, Jr.	Essex County	
Sanjeev Varghese	Essex County	
David Antonio	Essex County	
Andrew Brooks	Federal Aviation Administration (FAA)	√
Lindsay Butler	FAA	
David Fish	FAA	
Zack DeLaune	FAA Airports District Office (ADO)	
Suki Gill	FAA Airports District Office (ADO)	
Ed Knoesel	FAA Airports District Office (ADO)	√
Steven Kapsalis	FAA ADO	√
Robert Gibney	FAA Airport Traffic Control Tower (ATCT)	
Tom Malone	FAA Flight Standards District Office	

Name	TAC Member Organization/Affiliation	In Attendance
Mark Guiod	FAA TRACON	
Steve McClain	FAA TRACON	
Michael Porcello	FAA TRACON	
Christine West	FAA New York TRACON	
Eric Richardson	FBO, Signature Flight Support	
Cameron Singh	FBO, Signature Flight Support	
Yasmin Fisher	Greater Elizabeth Chamber of Commerce (GECC)	
Alturrick Kenney	City of Newark	
Robert Belzer	New Jersey Citizens Against Airport Noise (NJCAAN)	√
Michael Kroposki	New Jersey Coalition Against Aircraft Noise (NJCAAN)	
Norman Dotti	Newark Airport Community Roundtable	
Joe Lepis	Newark Airport Community Roundtable	√
Steve Brown	National Business Aviation Association (NBAA)	
Ricky Ahmed	Newark International Carriers (NICC)	
Chip Hallock	Newark Regional Business Partnership (NRBP)	√
Barbara Kauffman	Newark Regional Business Partnership (NRBP)	
Tom Bock	PANYNJ EWR Staff	
Rosario DiGangi	PANYNJ EWR Operations	
Frank Radics	PANYNJ EWR Staff	
Chris DiCicco	Staten Island	
Jason Razefsky	Staten Island	
Jim Shipp	Staten Island	✓
Fred Dressel	Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)	
Bruce Bergen	Union County	~
Angel Estrada	Union County Freeholder	
Philip Kandl	Union County	✓
Kamal Selah	Union County	



Name	TAC Member Organization/Affiliation	In Attendance
Jerome Feder	Union County Freeholder Air Traffic Noise Advisory Board	√

Study Team:

Name	Organization/Affiliation
Kristen Ahlfeld	FHI
Leslie Black	FHI
Melissa Pineda	FHI
Eugene Reindel	НММН
Rhea Gundry	НММН
Juan Rojas	Port Authority
Nico Simeonidis	Port Authority
Adeel Yousuf	Port Authority

Public:

Name	Organization/Affiliation
Joseph Gallgis	Union County Noise Board/Pilot
Mary Blackman	Resident
Krystyn Blackman	Resident

Welcome and Introductions

Kristen Ahlfeld (HMMH Study Team) began the meeting by welcoming attendees and members of the public to the fourteenth meeting of the Newark Liberty International Airport (EWR) Part 150 Noise Study Technical Advisory Committee (TAC) and highlighted the agenda for the meeting. Attendees introduced themselves.

Part 150 Process Status Review

Gene Reindel (HMMH) provided an overview of the study progress to date (Slide 4 of the presentation¹). He reminded the TAC that the EWR Noise Exposure Map (NEM) is complete and was submitted to the FAA in January 2019. He noted that the Noise Compatibility Program (NCP) plan is currently in development.

2019 NEM Completion Review

Gene Reindel (HMMH) then reviewed the 2019 and 2024 NEMs and noted that the 2024 contour serves as the baseline for all of the NCP analyses. Gene stated that the Final 2019 NEM document was submitted to the FAA in January 2019 (http://panynpart150.com/EWR_FNEM.asp) and acceptance by the FAA on January 15, 2019. The final NEM was published in the Federal Register on June 11, 2019.

Gene noted that, according to the FAA-accepted 2024 forecast condition NEM, 10,066 dwelling units and 52 noise-sensitive sites are potentially noncompatible.

NCP Program Development Process

¹ TAC Presentation materials can be found on the project website (http://www.panynipart150.com/EWR_TAC.asp); slides will be referenced in this meeting summary.

Gene Reindel (HMMH) presented the Noise Compatibility Program development process to the TAC (slides 7 and 8 of the presentation). He noted that objectives of proposed measures include identification of noncompatible land uses and then consideration of potential measures that could reduce exposure to noncompatible uses, mitigate exposure where it cannot be reduced to compatible levels, limit growth in exposure over noncompatible uses, and prevent introduction of new noncompatible uses. Program management measures can be used to implement and monitor measures as well as promote the effectiveness of the NCP.

Joe Lepis (Newark Airport Community Roundtable) asked about the status of outreach to the municipal planning departments. Gene Reindel (HMMH) responded that the previous meetings held with the various jurisdictions were introductory meetings to introduce Part 150 to the municipalities and see what recommendations they would be interested in supporting. Joe asked whether the study team will meet with the municipalities again. Gene responded that the measures are recommended by the Port Authority to the FAA; once FAA has approved the measures, outreach will be conducted by the Port Authority to the municipalities to inform them of the recommendations. Kristen Ahlfeld (HMMH Study Team) added that all municipalities included in earlier outreach efforts have been added to the TAC and have been invited to participate at all previous TAC meetings.

Joe Lepis (Newark Airport Community Roundtable) noted that the Newark Airport Community Roundtable meeting will be in two weeks; he asked if it would be possible to get the EWR Part 150 TAC list so TAC members can be invited to the meeting. Adeel Yousuf (Port Authority) requested that Joe send him an email request about this matter.

Joe Lepis (Newark Airport Community Roundtable) commented that at a previous TAC meeting, it was mentioned that schools, churches and hospitals would receive special consideration when it came to sound insulation but asked for confirmation that storefront churches would be treated as residential or whatever the space was originally meant to be. Gene Reindel (HMMH) responded that all schools, churches, etc. have been identified for the purposes of this study. He noted that this is an implementation question, but that previous experience with FAA indicates that if the structure was built as for example, a retail center, then a church that goes into that retail center assumes that environment, and retail sites are not considered noise-sensitive receptors.

Joe Lepis (Newark Airport Community Roundtable) asked whether residents of two-family houses are being contacted for sound insulation? Gene Reindel (HMMH) responded negatively and stated that it is very premature at this time. The Port Authority cannot start a sound insulation program until the FAA gives approval to move ahead with the recommended measure. Gene noted that a sound insulation program will most likely start with a pilot program to most impacted residences i.e. closest to the airport.

Joe Lepis (Newark Airport Community Roundtable) asked if other approved Part 150s considered and contacted one- and two-family dwellings for sound insulation. Gene Reindel (HMMH) responded affirmatively, but also stated that order of contact/outreach will depend based on what is included in the sound insulation program and how that program is implemented. He noted that some Part 150 processes start with single-family homes and other programs start with everything at the same time depending on noise levels. An implementation strategy for EWR has yet to be decided.



Glenn Morse (United) questioned if the study team could describe the factors related to the feasibility, operational, safety, economic, etc. of the NCP measures and who at this point in the study has made that determination. Gene Reindel (HMMH) stated that those factors relate to the noise abatement measures and that the study team has met with TRACON several times to see whether the measures could be implemented; those preliminary analyses weighed into whether measures could be feasible for recommendation or not. Glenn Morse asked if the study team talked with the Flight Standards Group. Andrew Brooks (FAA) stated that Flight Standards has been repeatedly asked to participate in this process and they have not done so.

Glenn Morse (United) asked about 'operational' being from an air traffic perspective and questioned whose perspective 'safety' was from. Gene Reindel (HMMH) stated that safety is also preliminary at this point and has been brought up in discussions with TRACON and FAA. Final detailed analyses, including safety, will be done during the FAA review period as all lines of FAA business will be reviewing the recommended measures. Glenn also asked about the economic analysis or perspective. Gene Reindel responded that the study team has not yet conducted an economic analysis for the noise abatement measures but have tried to look at general costs for implementation of the measures. Glenn questioned the costs and who would bear them. Gene responded that it would be whoever has the responsibility to implement the measure, whether that be the Port Authority, FAA, or other entities. A detailed analysis of each measure will be done during the environmental review process where elements such as conducting a review of emissions would be looked at. Glenn commented that the cost would not necessarily include the cost to operators. Andrew Brooks (FAA) responded affirmatively and stated that extra costs for flying time and fuel are not included.

Jorge Estrada (City of Elizabeth) asked if the forecast takes into account the 13 million additional travelers into EWR with new Terminal A and whether the forecast is based on knowing that the new terminal was going to be built or is this based on different assumptions. Gene Reindel (HMMH) responded that the analysis was based on information known in 2018-2019. Gene added that whatever was known and approved at that time was considered in the forecast. Andrew Brooks (FAA) responded that Terminal A project had already gone through environmental review at that time, but he could not speak to the specifics of the forecast in that document. He added that Part 150 is an on-going program and that the NEM will be updated approximately every five years to keep the NEM current to reflect current data. Andrew stated that even if there are data gaps identified now, they will be rectified as the program proceeds.

EWR NCP Measures Analyzed

Gene Reindel (HMMH) reviewed the measures that were analyzed for the EWR NCP (Slide 10):

- Noise abatement measures 25 considered and 13 recommended for inclusion in the NCP
- Land use measures 10 considered and 5 recommended for inclusion in the NCP
- Programmatic measures 11 considered and 11 recommended for inclusion in the NCP

Noise Abatement Measures

Rhea Gundry (HMMH) reviewed the noise abatement measures that are recommended for inclusion in the EWR NCP (Slides 11-28). She noted that input from TAC members and the public provided earlier in the study are reflected in the measures presented.

Design and implement an offset approach procedure to Runway 22L (Slides 13 and 14) - This measure may reduce overflights of noncompatible land uses in the Ironbound neighborhood north of the airport, with a potential reduction of approximately 5,000 people in nearly 2,000 dwelling units exposed to 65 DNL and higher. Gene Reindel (HMMH) added that in the beginning, this procedure would only be implemented at night when traffic volume is low to see how this procedure actually performs. If it is successful, he noted that it could be implemented during the daytime too.

- Phil Santos (FedEx) commented that later analyses may show that this procedure is not flyable. He stated that he did not see any concurrence from any operator on this procedure and was surprised that this is being recommended. Rhea Gundry (HMMH) responded that this is just a concept at this point. The Port Authority wants to take this measure to the next step for analysis as it shows an initial benefit and more analysis is needed to determine how far center alignment can move out and still obtain a noise benefit. Gene added that it is possible that it will be determined that this procedure is not implementable, however FAA has said this is implementable, therefore the Port Authority would like to move forward with recommending the offset approach to Runway 22L. Rhea also noted that the EWR airspace is a very interconnected airspace and implementing this procedure would benefit Teterboro Airport as well. Andrew Brooks (FAA) added that the preliminary draft document is with the operations support group and the flight procedures group and the team will continue to engage these groups on the issues raised at this meeting. As the NCP document proceeds through 180-day review process, ultimately a final recommendation may not be made, especially if safety issues are raised, even if it shows a noise benefit. Safety and operations are the priority of FAA. Gene added because this measure shows a great reduction of noncompatible land uses, and because there are people at FAA that believe this is implementable, it will be kept in the draft NCP document as a Port Authority-recommended measure.
- Robert Belzer (New Jersey Citizens Against Airport Noise (NJCAAN)) asked if operator concern is
 principally about safety or are there other concerns. He also asked about why the measure only
 assumes 75% of nighttime arrivals can use the offset approach. Rhea Gundry (HMMH) stated
 that the study team assumes some aircraft types cannot fly this procedure and that of the
 current fleet, possibly 75% of aircraft arriving can fly this procedure. She stated that it may be
 possible to reach 100% of fleet using this procedure in the future.
- Glenn Morse (Airlines (Passenger), United) asked about the offset procedure at LaGuardia Airport (LGA) and what area that procedure was designed to avoid. Glenn stated that it was designed for people in Westchester County and Connecticut, which equates to 25 times the distance being talked about here at EWR. He then questioned whether the study team looked at any radar tracks from TRACON. Rhea Gundry (HMMH) responded affirmatively and noted that the use of radar tracks helped the study team determine the 0.8 nautical miles for the runway alignment. Glenn then asked about the timeframe for the data. Rhea stated that it was for 3 months of data from early 2018. Gene Reindel (HMMH) added that the study team took the radar tracks from the LGA approach and superimposed them on EWR with realignment to determine the center of the track. Glenn stated he is surprised by this as many carriers do not



have that approach in their database. Rhea stated that the tracks were only used for those aircraft that were flying the procedure. Glenn questioned whether the study team looked at the type of aircraft involved and stated that it probably did not include heavier aircraft. Rhea concurred and stated that the analysis did not include heavier aircraft because most heavy aircraft would not be able to fly the procedure.

- Glenn stated that the carriers are in favor of developing and flying procedures that safely provide noise relief to the community. He said he is concerned about raising expectations. He cannot presume to know the outcome of the FAA analysis, but he can presume the carrier comments that will be made. He stated that if the procedure gets implemented and the carriers are not flying it, there are legitimate reasons why that will occur; he added it concerns him that carriers could be put in this position especially after there have been vocal objections about this procedure. With the proximity of the Ironbound to the end of the runway it is just a very difficult neighborhood to avoid flying over. He stated that it is not reasonable to have a pilot fly to a half mile off the end of a runway and line up on the centerline with a 12° offset. He suggested that possibly an RNP procedure could be developed with a few turns that allows the pilots to line up somewhere between 0.8NM and 3 NM and would have vertical guidance associated with it.
- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) asked for clarification on Glenn's comments namely whether pilots would have problems aligning with end of runway? Glenn Morse (United) responded by saying he does not want to say pilots would have problems because there are procedures flown like this in instrument conditions. With visual conditions, it adds a level of complexity that may not be worth the trade-off. Glenn noted that the key would be that this is not done in a vacuum there are pilot experts who could assist with design of the procedure and lend more credibility to the process. He would prefer not to be put into the position where the procedure is implemented and then "pointing fingers" at pilots when they are not flying it. He would like to have the discussion in advance to come up with a procedure that is flyable.
- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) commented that there
 are a lot of positives about this measure and then questioned Glenn Morse (United) as to
 whether there could be something that could retain the positive aspects of the procedure that
 pilots would be comfortable with. Glenn stated that he will continue to look at the procedure
 and that discussions should have happened earlier to determine whether this procedure is
 feasible to move forward into the NCP.

Continue use of easterly departure headings on Runways 4L and 4R (Slide 15)— this existing measure has been a successful part of the EWR noise abatement program by removing more than 5,000 people in over 2,000 dwelling units from the 65 DNL and higher. The Port Authority will memorialize this measure in the NCP.

 $\label{lem:continueuse} \textbf{Continue use of easterly departure headings on Runways 22L and 22R (Slide 16)- this existing measure has been a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by removing approximately 4,000 and a successful part of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of the EWR noise abatement program by the extension of th$

people in over 1,000 dwelling units from 65 DNL or higher. The Port Authority will memorialize this measure in the NCP.

Determine and implement optimal easterly departure headings on Runways 4L and 4R and on

Runways 22L and 22R (Slides 17 and 18) – This measure involves determining if there is an 'optimal' easterly heading by turning aircraft further east away from noncompatible land uses. Rhea noted the more easterly aircraft turn after departure, the more aircraft overfly water and other compatible land uses. The notable pitfall is that the aircraft can only go so far east before turning into LGA airspace and there are some aircraft that will not be able to handle the easterly turn due to size and weight. Rhea stated that since there is already an easterly heading, the recommendation should be made to the FAA to determine if there can be a better departure heading assignment that has a further benefit.

- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) questioned whether the study team has determined what is optimal and flyable. Gene Reindel (HMMH) responded affirmatively and stated that the preliminary analysis shows the further east aircraft turn the more people that are eliminated from the 65 DNL contour. He noted that there is no optimal as aircraft cannot turn 90° and aircraft will quickly run into LGA airspace. The study team has done some preliminary analysis, but now FAA needs to conduct more detailed analysis and determine whether 60° is the optimal turn or whether they can go a little further. Jerome also asked if LGA airspace is sacrosanct and whether airspace boundaries could be moved if there was a better solution. Rhea responded that the Port Authority will not be recommending airspace redesign in the NCP. She added that airspace can change for various reasons so that it may not always be like it is today, but for now Port Authority is not including any recommendations for airspace redesign.
- Glenn Morse (United) referenced Slide 16 and noted that during the airspace redesign process, there was approval to fly many headings off Runway 22 including straight out and a turn to the west. While it probably has not been widely used, he stated he would argue, subject to review, that capability still exists. He questioned whether the study team is recommending to no longer have that capability. Rhea Gundry (HMMH) responded negatively and stated that pilots always have the ability to fly straight out but current practice is that the majority of aircraft turn to the east. Turning the aircraft has the noise benefit so we would like to encourage/maintain the use of this heading. She added that by flying straight out off Runway 22 would add about 1,000 dwelling unit to the contour.
- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) noted that noise
 exposure goes down as aircraft turn east. He stated that it would be nice if conclusions could
 state that and could discontinue or discourage straight-out departures. Rhea Gundry (HMMH)
 stated that there are operational reasons for why you always want to have the straight out
 option. Jerome added that you would want to retain the pressure/impetus to head further east
 and not do anything to encourage going more towards straight out.
- Glenn Morse (United) questioned whether Staten Island has been part of the discussions relative to Runway 22 departures flying further east. Rhea responded affirmatively. Glenn



noted that there has been more construction of residences on the North Shore of Staten Island. Rhea stated that the 65 DNL contour associated with the more easterly turns barely touches the north shore of Staten Island. She added that turning aircraft further east would put more aircraft over Staten Island than are there today. Glenn noted that the residents of that area of Staten Island may not be in favor of this measure.

 Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) requested that the study team take a balanced look at what the population exposures are, independent of geographic identity, and do what's fair. Glenn Morse (United) commented that fairness is in the eye of the beholder.

Encourage use of FAA-prescribed distant noise abatement departure profile (NADP) procedures on a voluntary basis (Slide 19) – This measure could result in potential reduction of approximately 500 people in less than 200 dwelling units expand bad bigher. Rhea Gundry (HMMH) noted that this measure would involve the Port Authority encouraging operators to use NADP for aircraft that are able to do so; noise benefits would occur in both Newark and Elizabeth.

- Glenn Morse (United) stated that he was a bit surprised with this recommendation. He said looking back at pervious meeting information there was an implication of thrust reduction and he questioned how it plays into the profile so that he has an understanding of where the noise relief is coming from. He stated that he was under the assumption that getting higher sooner would provide more benefit. Rhea stated that getting higher close in provides more benefit, but since there is a gap between the takeoff point and Newark and Elizabeth, there is just enough distance for the distant profile to provide a benefit. Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) questioned whether conditions would get significantly worse for people below DNL 65. Gene Reindel (HMMH) noted that there will be an area where aircraft return to full thrust and in those areas there may be a slight bump in noise but it will not there559NL because aircraft are well beyond the 65 before increasing thrust.
- Glenn Morse (United) clarified his original question by asking whether the study team is assuming a reduction below standard climb thrust at 800 or 1,000 feet for this measure. Gene Reindel (HMMH) stated that the study team used the NADP profiles, as the manufacturers provided them, in the Integrated Noise Model (INM). Glenn commented that the climb thrust could vary by carrier and he wants to ensure that it is followed correctly. Glenn asked whether the modeling will be provided in the report? Gene responded affirmatively. Jerome Feder questioned whether there would be an opportunity to see the modeling and provide comments on it before the final decisions are made. Gene responded affirmatively and stated that TAC members will be able to see what was modeled as well as the results. He noted that the document will be made available for TAC and public review. Adeel Yousuf (Port Authority) added that there will be a public hearing as well. Rhea noted that the contour results for both the close-in and distant profiles are included in the last TAC presentation from July and will also be included in the report.
- Glenn Morse (United) stated that he believes predominantly the carriers are using the NADP 2
 profile now. Gene Reindel (HMMH) concurred and stated that is why there is not a larger

reduction in the number of people in the 65 DNL contour. Glenn also added that he does not feel as though there would be any opposition to the Port Authority making the recommendation a little stronger rather than making the use of this profile voluntary. Glenn suggested that the Port Authority request the carriers to use the profile, especially since it is not a change from current operations for many air carriers and aircraft types.

Minimize nighttime intersection departures for Runways 22L, 22R, and 29 (Slide 20) – This measure could result in a potential reduction of up to 198 people in 71 dwelling units exposed to 65 DNL or higher with implementation of this procedure. Rhea Gundry (HMMH) noted that this procedure would allow aircraft to start take off roll further back which would allow them to get higher over the community sooner resulting in a noise reduction to areas south of EWR.

Implement a nighttime preferential runway use program (Slides 21 and 22) – Rhea Gundry (HMMH) noted that this recommendation came out of the TAC brainstorming session on noise abatement measures. For this measure, Runway 29 is designated as the preferred arrival runway when possible, and outboard Runway 4R/22L is designated as preferred for departures. When Runway 29 is not available for arrivals, Runway 22L will be designated as the preferred arrival runway with aircraft using the offset approach, if approved. When Runway 29 is not available and the offset approach cannot be used, outboard Runway 4R/22L is designated as the preferred arrival runway. Rhea noted that there are operational efficiencies and other considerations around how the airfield is utilized, but this would be a preferential order to reduce the most noncompatible land uses and reduce the highest number of people exposed to the 65 DNL. Gene Reindel added that this recommendation is focused on nighttime because nighttime operations are the most dominant for the extent of the 65 DNL contour.

- Phil Santos (FedEx) questioned whether this measure/procedure will be flown exclusively. He noted that FedEx currently has a problem with their MD² aircraft arriving on Runway 29 and that FedEx predominantly flies at night. He stated that not all fleet types will not be able to land on Runway 29 and said that the study team knows where he stands on the offset procedure to Runway 22L. Rhea noted that heavier aircraft were not reassigned when modeling for this measure due to the aircraft performance and need to use a longer runway. She added that when the TAC reviews the modeling, the documentation actually states that the "heavies were not modeled". Gene Reindel (HMMH) added that the study team looked at the length of runway and the aircraft requirements, which determined the heavies could not use Runway 29 for arrival.
- Krystyn Blackman (Public) noted that for all of the other measures presented so far, the study team has been able to show the number of people that would experience reduced noise exposure and questioned why those numbers were not provided for this measure. Rhea Gundry (HMMH) stated that the study team, at this time, does not have those numbers or what the reduction would be. She noted that some preliminary exercises were done, which resulted in a benefit, but the study team does not know how many aircraft would actually use this recommended preferred runway use, and that further analysis is required. Rhea also added that this is another reason for why NEMs are updated every 5 years as once a measure like this is



² McDonnell Douglass MD-11; is a three-engine medium to long range wide-body jet aircraft

- actually put into practice and use is encouraged, results would definitely be shown on an updated NEM.
- Joe Lepis (Newark Airport Community Roundtable) noted that the map showing this procedure
 on Slide 22 shows a spike in the contour in Bayonne and Jersey City and questioned how many
 peopled would be impacted. Rhea concurred and noted that while there would be an overall
 reduction in noise but she did not remember the exact number of people in that area of Jersey
 City. She added that the study team will not be conducting neighborhood by neighborhood
 analyses.
- Glenn Morse (United) referenced the Slide 22 maps and questioned whether the study team looked at other approaches in addition to the Stadium Visual and GPS-X. Rhea stated that the tracks shown are based on existing flight tracks arriving into Runway 29 now. Gene Reindel added that both of the tracks are based on existing arrival tracks that the study team had available to them and no new arrival procedures were included. Glenn further noted that the track on the left must be the stadium visual and stated that he is trying to understand the procedures and assumptions that were used. Gene added that there must be a couple of different approaches based on the lobes of the tracks.
- Joe Lepis (Newark Airport Community Roundtable) referenced Slide 22 and commented that on the left map it looks like aircraft are coming from the north and on the right map they are coming from the south. Rhea Gundry (HMMH) responded affirmatively.

Implement nighttime optimized profile descent procedures (Slide 23) – Rhea Gundry (HMMH) noted that aircraft, when able and when airspace permits, would continuously descend with minimal changes in engine thrust or power settings. She noted that this measure would have noticeable reduction in noise exposure in areas outside the 65 DNL. Rhea noted that based on comments received from the TAC and the public, this is something the community requested. While it does not show a benefit within the 65 DNL, the Port Authority would still like to advance it as a recommendation in the NCP. Gene Reindel (HMMH) noted that because this measure does not provide a benefit within the 65 DNL contour, FAA will not approve this measure for the purposes of Part 150. He added that it does not mean that the Port Authority cannot implement the measure. Gene also added that this measure focuses on nighttime because there is too much traffic during the day to use it.

Implement nighttime unlimited climb procedures (Slide 24) – This measure would be implemented at night when airspace permits, aircraft would continue to ascend after takeoff without restrictions. Rhea Gundry (HMMH) noted that, similar to the descent procedure, this measure would have a noticeable reduction in noise exposure outside the 65 DNL contour.

Robert Belzer (NJCAAN) asked about the constraints for implementing this procedure in the
daytime? Rhea Gundry (HMMH) responded that the conflicts would be air traffic and airspace
constraints. Robert asked if the constraints are principally with LGA. Rhea responded that it is
really all airports in the Northeast.

Implement nighttime "New Jersey Turnpike" departure procedure for Runways 4L and 4R (Slide 25) – Rhea Gundry (HMMH) commented that the study team received many comments about this type of a procedure from the public. Departing aircraft would follow the New Jersey Turnpike until 10,000 feet

and then turn to the west. She stated that there is little to no benefit within the 65 DNL contour and that this procedure would have a benefit for communities farther out to the west. The Port Authority would like to advance this recommendation only if the procedure can be developed in such a way that it does not lead to additional impacts within the 65 DNL contour.

- Phil Santos (FedEx) noted that there is an efficiency component that the Port Authority should be concerned with. He stated that if all departures are put on the same track to 10,000 feet, departure delays could go up tremendously. Gene Reindel (HMMH) noted that similar to other procedures, this would only be used when traffic allows and that there would probably be times at night when traffic will not allow it.
- Robert Belzer (New Jersey Citizens Against Airport Noise (NJCAAN)) asked whether there are any
 airspace constraints with these procedures. Rhea responded that other than conflicting with
 other aircraft departing directly behind each other, she is not aware of any airspace constraints,
 however there could potentially be some.
- Glenn Morse (United) asked what the study team means by the term "night". Gene Reindel (HMMH) responded that the timeframe for nighttime as defined in Part 150 and the Day-Night Average Sound Level (DNL) metric is 10 PM to 7AM.

Implement nighttime "New Jersey Turnpike" departure procedures for Runways 22L and 22R (Slides 26 and 27) – this procedure limits aircraft turns to the west after departing Runway 22L and 22R at night until reaching an altitude of 10,000 feet with a potential reduction of less than 500 people in less than 200 dwelling units exposed to 65 DNL and higher.

- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) commented that the
 early turns have been a big problem for Union County. Rhea clarified that aircraft are still
 turning to the west with these procedures, just not as soon. Jerome noted that having the
 aircraft head further south and then turn west would make the residents of Union County very
 happy.
- Robert Belzer (NJCAAN) asked if there are any constraints to implementing this procedure in the
 daytime. Gene Reindel (HMMH) responded that even at night there may be times when delays
 would occur if implemented, so daytime requires traffic to turn to allow for the next aircraft to
 depart EWR without causing delays in the system. Robert then asked whether there would be
 any airspace constraints. Gene responded affirmatively.

The Port Authority to coordinate with FAA on development and implementation of NextGen procedures (Slide 28) – This measure provides an opportunity for the improvement of flight procedures in the New York/New Jersey/Philadelphia area and its potential noise benefits to noise-sensitive land uses.

Andrew Brooks (FAA) questioned why this is not a Program Management measure. Gene
Reindel (HMMH) responded that it could be as the study team would be looking at opportunities
for noise abatement within the 65 DNL contour. Andrew stated that FAA cannot approve this as
a noise abatement measure but there is opportunity as a Program Management measure.



- Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) questioned if people
 would be able to voice an opinion on this as it is very broad. He asked the study team if they
 had any favorite NextGen things they might be thinking about. Gene responded negatively.
- Philip Santos (FedEx) commented that there may be NextGen activities in the Northeast Corridor
 initiative for which this study could ride on coattails and help to develop and enhance the
 progress made on the Part 150 Study. He added that they would still need to go through the
 environmental process. Phil added that in coordination with Ralph Tamburro at the Port
 Authority, if there is any way to help promote the noise reductions and the efficiency for the
 system, it should be tacked on.
- Glenn Morse (United) commented that it appears that the study team is still looking at dispersed flight tracks rather than concentrated flight tracks. Rhea concurred.
- Phil Santos (FedEx) questioned whether the measures being discussed are for jets only or would
 they also apply to turbo props as well. Rhea stated that these would be for the entire fleet.
 Gene stated that whatever fleet is turning now is also turning in the modelling analysis. There
 are not many turbo props at EWR now and they are probably not on the same tracks as the jets.

Noise Abatement Measures Considered but Not Recommended

Rhea Gundry (HMMH) reviewed noise abatement measures considered but not recommended for including in the EWR NCP (Slides 29-41); they include the following:

- · Increase arrival glide slope
- Turn northbound departures over West Hudson Park after departing Runway 4L or 4R
- Develop and implement a Rotational Runway Use Program and alternative departure procedure/south arrivals
 - Steve Kapsalis (FAA) noted with runways being so close together here at EWR, preferred runway use does not change contour noticeably. At a larger airport where the runways are separated by 10,000 feet or more will have a much bigger impact by dispersing the noise around the airport based on which runway is used.
- Increased displaced distance for landing thresholds on Runway 4L/22R and 4R/22L
- Implement an aircraft arrival sequencing program
 - O Glenn Morse (United) commented that if you reduce delays it would shift arrivals to land before 10 PM thereby removing the 10 dB penalty. Rhea noted that the only way to change the 65 DNL contour would be during the shoulder hours for anything that has delays during that time. Glenn questioned whether the study team modelled this. Gene Reindel (HMMH) responded negatively and stated that the study team had discussions with the Port Authority but that is was not modelled due to a likely minimum number of arrivals shifting from after 10 PM to prior to 10 PM.
- Implement simultaneous arrival/departure procedures to the parallel runways
- Add a third parallel runway east of Runway 4R/22L
- · Design, install and use end-around taxiways

- Glenn Morse (United) questioned whether there would be an adverse impact, particularly to the north, putting airplanes on the ground closer to the community.
 Rhea stated that there is too much space between where the taxiway would be and the closest community to have any effect to the 65 DNL contour.
- Install noise barriers
- Control the number/types of aircraft and discourage traffic increases
 - o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) referenced Slide 39 and commented that the second bullet under "Reasons to not recommend" sounds like the Part 150 Study is going to solve all of the noise problems and there will not be any more noncompatible land uses. He questioned whether that statement is correct. Gene responded affirmatively. He stated that through noise abatement measures, land use measures, and program management measures, the end goal will be zero noncompatible land uses. He noted that a lot of it will be accomplished through land use measures where noise abatement falls short, such as sound insulation. Gene added that with all of the recommended measures you would have a plan in place to eliminate noncompatible land uses.
 - Jorge Estrada (City of Elizabeth) asked over what period of time will the noncompatible
 land uses be eliminated. Gene stated that it will take decades. Gene added that San
 Francisco has been implementing its program for over 30 years and it is not done.
 Andrew Brooks (FAA) added that it is a question that cannot be answered right now
 because it is dependent on a number of factors.
 - O Andrew Brooks (FAA) noted that the Port Authority must abide by FAA grant assurances, one of which is to not restrict access, which is why this measure cannot be recommended without doing a far more thorough and exhaustive Part 161 Study, which would require the full implementation of a Part 150 to be done first. Gene added that one of the requirements of the Part 161 process is to show that an airport operator has exhausted all other means, with the implementation of the NCP recommendations, to remove all noncompatible land uses, therefore a Part 161 Study would not be needed. Bruce Bergen (Union County) recommended that the language on Slide 39 be reworded to make the information about the grant assurances and Part 161 Study clearer.
 - o Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) questioned whether the study team believes that there will be no noncompatible land uses around EWR in 10 to 15 years given increasing air traffic. Rhea responded negatively. Gene noted that there will be a plan in place to eliminate the noncompatible land uses. He added that around the country airlines are replacing their fleets with quieter aircraft and airlines upgauging their aircraft for efficiency. Jerome commented that if a timeframe of more than 5 years to implement is allowed, then it does not seem as though the airport operator would ever get to zero noncompatible land uses. Andrew Brooks (FAA) noted there is more to discuss with land use measures. He also noted that part of the success of the land use measures is dependent on the willingness of the



homeowners to participate; based on his experience there is a percentage of homeowners who simply never participate. He stated that the intent is there to get to zero noncompatible land uses but in reality, that goal may never be reached for a variety of factors, including owner unwillingness, duration of time to get there, and given resources (such as limited funding).

- Remove Restricted Airspace over the Atlantic Ocean near New York/New Jersey
 - Robert Belzer (NJCAAN) asked whether this recommendation received any serious consideration or whether it was pretty much dropped. Rhea stated that it was not modeled. Robert then asked whether any discussions were had with the Department of Defense (DoD). Rhea responded negatively.
 - o Andrew Brooks (FAA) noted that this recommendation is a non-starter with the DoD.
- Use of de-rated thrust departure procedures

Bruce Bergen (Union County) questioned whether after the measures are approved by the FAA, they are operational guidelines and not hard and fast rules. He further added that they may be optimal operations, but specific conditions may allow them to be violated and requested clarification from the study team. Rhea Gundry (HMMH) responded affirmatively saying that for the majority of the measures, it will be the preferred route, path or procedure being recommended to have the least amount of noise impact. Gene Reindel (HMMH) added that there will not be any penalties if pilots do not abide by them. He added that program management measures can help promote and encourage the use of these procedures. Bruce questioned who makes the determination on a particular flight whether to follow the recommendations or not. Gene stated that ultimately it is up to the pilot since the pilot has control of the aircraft, but it will start with the tower recommending the procedure; the pilot can say for safety or other reasons that they are unable to fly that procedure, and then the tower would assign a different procedure. Bruce also questioned if pilots violated these procedures regularly there would be no penalties. Gene responded affirmatively. Rhea added that voluntary measures have been very successful at other airports for a Schregstiated that through the program management measures the Port Authority can work collaboratively with the pilots and keep the conversations going on the goals of the airport to reduce noise exposure to the surrounding communities. Bruce also asked whether the estimates of the effects of the measures is based upon an estimate of how often the measures will be complied with. Gene responded affirmatively and stated that the estimates are based on discussions with the FAA to determine some level of usability of the measures.

Glenn Morse (United) commented that ultimately an ideal program involves the airport operator, the FAA flight standards and tower staff, and the airlines. To the extent that the noise procedures are integrated into the basic operating procedures of the airport, the more compliance you will have.

Land Use Measures

Gene Reindel (HMMH) reviewed the land use measures recommended for inclusion in the NCP 52): 42–

(Slides

Acquire Noncompatible Residential Parcels (Slide 44)

Joe Lepis (Newark Airport Community Roundtable) asked if the study team can provide an
example of a single-family home adaptive re-use. Gene Reindel (HMMH) noted that multiple

- properties are acquired as a parcel and then changed to commercial use and sometimes industrial uses.
- Bruce Bergen (Union County) asked how much this measure would cost and where is the money available for this measure. Gene Reindel (HMMH) responded that once the FAA approves the measure, the Port Authority can apply for a grant from the FAA FAA provides 80% funding and Port Authority provides 20% funding for implementation. Gene added that there would be competition for funding from other airports in the country as this is a nationwide program. Congress annually appropriates money into a noise set aside, which can be used for mitigating noise, so there is money available.
- Jorge Estrada (City of Elizabeth) asked would the Port Authority subsequently lease or sell the
 property it acquires. Gene stated that it would be a parcel by parcel decision, but there is no
 plan right now. Typically, unless the airport operators need the property for aviation purposes,
 they will sell the properties. Andrew Brooks (FAA) added that if the Port Authority is going to be
 using noise money to acquire the properties, they are required to dispose of the properties and
 then use the proceeds of the sale to reinvest in the acquisition of additional parcels.

Sound Insulate Eligible Dwelli(6jjdbsits-46) – Gene Reindel (HMMH) reviewed the recommended measure as well as the criteria to determine whether a home is potentially eligible for sound insulation.

Sound Insulation and Residential Sound Insulation Program (RSIP) (Slides 47-48) – Gene Reindel (HMMH) reviewed the description of treatments that provide a compatible indoor living environment through installation and RSIP process.

- Bruce Bergen (Union County) questioned whether the funding goes directly to the homeowner.
 Gene Reindel (HMMH) responded negatively and stated that the Port Authority will manage the process, and hire contractors to do the work.
- Jorge Estrada (City of Elizabeth) asked how cumbersome the timeframe and process is for the homeowner. Gene Reindel (HMMH) indicated that once the program is up and running and the homeowners are notified, it may take 1 to 2 years to complete. Gene noted that there are many steps in the process and it all takes time. Priority is given to the homes with the highest noise exposure and typically owner-occupied properties are prioritized over rental properties.
- Jorge Estrada (City of Elizabeth) asked whether the study team knew how much money was
 going to be put into the program annually. Gene responded negatively and added that it will
 not be known even on a year to year basis. Jorge asked whether the Port Authority had a goal in
 mind as to how many properties they would sound insulate in the first year. Gene stated that
 would be part of the program's implementation, which they are not at that point yet. FAA
 needs to accept the measure first, then the Port Authority can move forward with
 implementation. Adeel Yousuf (Port Authority) added that another complication will be that the
 Port Authority will be doing this for four airports at the same time.

Sound Insulate Eligible Non-Residential Noise-Sensitive Structures
Provide Positive Ventilation to Eligible Residential and Noise-Sensitive Structures



Port Authority Assistance with Establishing an Airport Noise Overlay Zone

- Bruce Bergen (Union County) stated that he is skeptical that an overlay zone will be effective at all. He noted that if a property owner wanted to tear down and rebuild, they can. Gene Reindel (HMMH) stated that it will depend on the jurisdiction. Bruce added that if it is a true overlay zone then it is not required. He pointed out that the Port Authority is not recommending rezoning but for it to be mandatory, it would have to be a rezoning. Gene stated that the overlay zone would be a mechanism for the jurisdiction to require developers to install sound insulation in new noncompatible developments within the zone.
- Glenn Morse (United) asked whether the overlay zone would apply just to the DNL 65 contour
 or other areas. Gene noted that it would be up to the jurisdictions, but they are not limited to
 the DNL 65.

Land Use measures considered but not recommended include (Slides 53 through 58):

- · Acquire Avigation Easements
- Implement Cooperative Land Use Agreements
- · Raise Minimum Building Standards
- · Implement Rezoning of Land Uses
- Include Airport Noise in Real Estate Disclosures

Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) asked whether the final report could include a projection of reduction in noise exposed people or noncompatible land uses within 5 years of implementation. He questioned that if you take a global view over many years are you really going to solve the problem and requested that the study team include 5- and 10-year projections to demonstrate that the problem is being solved. Gene Reindel (HMMH) stated that those projections are part of implementation. He added that the program is based on many factors including how quickly you can get the funding in place. In 5 years, it is going to be very difficult to predict how many of the measures would have been successfully implemented because we do not know how much funding will be available, which also makes it extremely difficult to plan. Gene stated that airports have been successful in noise reduction programs. Jerome added that he is somewhat skeptical of the program since the study team is not looking at restricting access and because of the 10- and 20-year implementation time frames. He stated that the study team has ruled out other measures because they feel that they will solve the problem in other ways. Gene responded by saying that if we include assumptions in the document that do not come true, the public is going to hold us to those assumptions. Gene recalled that San Diego thought they could get started quickly with many homes insulated in their first 5 years, when in reality they were only able to do about 200 homes because of unforeseen challenges.

Jerome stated that part of his objection is that the measures were dismissed that could really help. Gene stated that those things were dismissed because of regulation. Jerome stated that the Port Authority could do a Part 161 and do additional measures that would help. Gene stated that with the Part 150 in place it shows that there is a plan in place and that if you exhaust all of those measures, there will be no noncompatible land use; he noted that one of the hurdles in the Part 161 is to show that you have exhausted all of those measures. Jerome requested that the final document include some counts of the projections for each measure. Andrew Brooks (FAA) noted that the final report specifies

the population that will benefit from each measure and a schedule of implementation. While it may not be able to project the number of homes that will be sound insulated 15 years post implementation, each measure will say how many people will benefit. Jerome stated that he is just looking for a way to pave the way for a Part 161.

Robert Belzer (NJCAAN) questioned what type of funding is available for sound insulation on an annual basis. Andrew Brooks (FAA) stated that it is difficult to determine annually. Gene added that San Diego is around \$10 million. Andrew noted that funding varies from year to year and it varies how much is available nationwide, but he estimated that 8 digits per airport is a high-end reasonable assumption. He added that it also depends on competition. Bruce Bergen (Union County) asked what the pot of money is based on. Andrew stated that it is several factors including how much Congress authorizes for the entire Airport Improvement Program (AIP); Congress sets a target in their 5-year authorization, but funds are appropriated on a yearly basis, which means those funds can vary from year to year. Robert asked what the appropriation was for this year. Andrew stated that it was \$3.4 billion nationwide for all capital development projects and nationwide noise grants issued by the FAA last year totaled \$72 million

Program Management Measures Being Recommended for the EWR NCP

Rhea Gundry (HMMH) reviewed the Program Management Measures recommended for inclusion in the EWR NCP include:

- · Maintain Existing Noise Office for interfacing with stakeholders on aircraft noise
- · Maintain Noise and Operations Management System (NOMS)
- Maintain public flight tracking portal which provides information about aircraft operations
- Maintain noise complaint management system to collect and manage noise complaint information for each of the airports in the system
- · Maintain Noise Office Website
- Continue Community Outreach Activities
- Establish a Community Planners Forum
- Establish and Manage a Fly Quiet Program
- Make Aircraft Noise Contours Available in a Geographic Information System (GIS)
- Update NEM and the NCP

Bruce Bergen (Union County) stated that the County has an extensive GIS system and asked whether the noise contours could be brought into the County's system. Gene Reindel (HMMH) responded affirmatively. Adeel Yousuf (Port Authority) added that the contours are available now so if people want the contours, they can send requests to him.

Glenn Morse (United) noted Fly Quiet Programs are a collaborative effort among the airport, airlines, and air traffic control. He noted that the airlines are fully cooperative with these programs within their operational capabilities. However, within the markets and fleet capabilities the airlines have limited flexibility to alter where they put their planes.

Review of Project Schedule

Rhea Gundry (HMMH) reviewed the project schedule (Slide 69) and noted that the study team will be responding to FAA comments in early 2020. She also noted that a public hearing is anticipated to be



held in the first half of 2020. If needed, another TAC meeting may be held in early 2021 to go over the Record of Decision (ROD).

Jerome Feder (Union County Freeholder Air Traffic Noise Advisory Board) asked if the September 2019 preliminary report is available. Rhea Gundry (HMMH) responded negatively and added that the preliminary draft is a document between the Port Authority and the FAA. Gene Reindel (HMMH) added that the TAC will receive the document once it is released to the public. Robert Belzer (NJCAAN) questioned if the document will be final at that point. Gene responded negatively. Andrew Brooks (FAA) added that the final document will incorporate all of the public comments. Andrew also commented that the TAC meeting presentation is a concise summary of what is in the preliminary draft document.

TAC Member Discussion

Bruce Bergen (Union County) thanked the project team and TAC for their hard work. He noted that he has been involved in local governments for 20 years and commented that this process was longer and more complicated than it had to be. He noted that the engineering and scientific investigation were necessary but that the sound insulation of buildings could have been determined at the first meeting. He stated that sound insulation and changing the uses of the buildings are really the only solutions.

Robert Belzer (NJCAAN) stated that there is a lot of useful information in the report and clearly supports the use of existing noise abatement procedures at EWR. He stated that he finds the report valuable but there are areas that can possibly be improved upon in terms of noise abatement. Robert added that if you look at the data you can see where people are complaining about noise, it is in the TAC presentations and you can see very clearly the benefit of what is in place today.

Glenn Morse (United) commented that he hopes that none of his comments were interpreted to be opposing to improving the environment. He is interested in making sure what comes out of the process is flyable, safe and makes a meaningful impact.

Joe Lepis (Newark Airport Community Roundtable) announced that the TAC should stay tuned for date confirmation on Nov 6^{th} or 13^{th} for the next Roundtable meeting.

Chip Hallock (Newark Regional Business Partnership) questioned whether it is up to the public comment period and the Port Authority to now listen to some of the concerns that might be raised about other environmental impacts and safety. Gene Reindel (HMMH) responded that the measures presented today need further evaluation and the Port Authority needs to decide whether they actually want to move forward with all of the measures. After the NCP approval by the FAA, the measures that move forward will need to undergo design and their own environmental review process, including public outreach, before implementation can take place.

The study team thanked the TAC for their continued involvement and commitment to this important initiative.

The meeting adjourned.



Newark Liberty International Airport Noise Compatibility Program

Appendix E

Public Outreach



Newark Liberty International Airport Noise Compatibility Program

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Appendix E.1

Public Meetings/Workshop Materials



Newark Liberty International Airport Noise Compatibility Program

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EWR TAC Member Email Reminder - Sent on September 30, 2021

Dear Newark Liberty International Airport Part 150 TAC Member:

The Virtual Public Information Workshop and Hearing for the Newark Liberty International Airport Draft Noise Compatibility Program (NCP) will be taking place on **Thursday, October 7, 2021.** Please see below for information on how to access to the Draft NCP, register for the workshop and hearing, and make official project comments.

Newark Liberty International Airport Draft NCP

The Draft Noise Compatibility Program (NCP) for Newark Liberty International Airport (EWR) is available online at http://panynipart150.com/EWR_DNCP.asp from September 1, 2021 through October 15, 2021 for public review and comment.

Written comments on the Draft EWR NCP should be sent to: The Port Authority of New York & New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Ayo Olanipekun. In addition, comments may be emailed to NJPART150@panyni.gov.. All comments must be postmarked by October 15, 2021.

Virtual Public Information Workshop and Virtual Public Hearing on the Draft NCP

Information and an opportunity to comment on the Draft EWR NCP will be provided to the public through one Virtual Public Information Workshop and one Virtual Public Hearing.

<u>Virtual Public Information Workshop:</u> **DATE:** Thursday, October 7, 2021 **TIME:** 5:00 P.M. – 6:30 P.M.

Virtual Public Hearing:

DATE: Thursday, October 7, 2021 **TIME:** 7:00 P.M. – 9:00 P.M.

Registration for the EWR Workshop and Hearing: draftewrncp.eventbrite.com.

Format

The Virtual Public Information Workshop and the Virtual Public Hearing will be conducted online via the Zoom platform and will be recorded for record keeping purposes.

Advance Registration is Required

Advance registration is required to obtain workshop and hearing log-in information and for all who wish to make oral comments during the virtual public hearing. If you do not have internet access and wish to participate, please call the Port Authority Noise Office at (212) 435-3777 to register and to receive workshop and hearing access information. The public hearing will close only after all registered speakers have had the opportunity to speak.

Content

The virtual Public Information Workshop will begin with a presentation that will include information regarding the 14 CFR Part 150 process and details on noise abatement, land use, and program management measures recommended in the Draft EWR NCP. Workshop attendees will be able to ask questions and engage with the Project Team. During the public hearing, the public will have an opportunity to provide oral comments on the Draft NCP document. All comments will be recorded by a stenographer and included in the Final NCP documents. Each speaker will be granted the same time limit to speak, which will be 1 to 3 minutes, depending on the number of speakers registered at the start of the hearing.

The Public Information Workshop presentation will be available on October 5, 2021 on the project website http://panynipart150.com/EWR_DNCP.asp.

All comments (written and oral), along with responses developed by the Port Authority, will be included in the Final EWR NCP and will be considered by the Federal Aviation Administration (FAA) in their decision-making process on the Port Authority-recommended measures contained in the Final EWR NCP.

Upon written request to the PANYNJ at the address provided above, a hardcopy, CD-ROM, or flash drive of the Draft EWR NCP document and workshop presentation will be provided for those who specifically indicate that they do not have a computer or access to the internet.

Language Assistance

Spanish, Portuguese, and American Sign Language interpretation services are available for the Public Information Workshop and Hearing upon advance request. To make arrangements for such services, contact the Port Authority Noise Office at MJPART150@panyni.gov or at (212) 435-3777 no later than Monday, October 4, 2021.

We thank you for your continued support on this project. If you have any questions or need additional information, please contact Ayo Olanipekun at adanipekun@panyni.gov or 212.435.3754. For more information about the EWR Part 150 study, please visit the project website at: http://www.panynipart150.com/EWR homepage.asp

Thank you!



Page E-6

COMMENT FORM



14 CFR Part 150 Study

Newark Liberty International Airport Draft Noise Compatibility Program

Please use the space below to provide your question(s) and/or comments regarding the Draft 14 CFR Part 150

	for Newark Liberty International Airport (EV	
	If you wish to receive future project updat	
Name:	Organizatio	on:
Street Address:	City:	State: Zip:
Tol·	Fmail:	

Completed comment forms and other questions may be sent to:
The Port Authority of NY & NJ, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007
Attn: Ayo O. Olanipekun
Or emailed to:

NJPart150@panynj.gov

Please note: All comments must be **postmarked by October 15, 2021**, to be included and addressed in the Final EWR NCP. Comments can only be accepted with the full name and address of the individual commenting. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly-available at any time. While you can ask within your comment to have your personal information withheld from public review, that request cannot be guaranteed.

THANK YOU FOR YOUR PARTICIPATION







Noise Compatibility Planning Study

Title 14 of the Code of Federal Regulations Part 150 Newark Liberty International Airport October 7, 2021



Welcome!

- · Opening remarks will be followed by oral comments for the project record
- Oral comments will be accepted during the comment period from pre-registered participants
- You can register to speak anytime via the Q&A until 9:00 p.m.
- · This hearing is being recorded for Port Authority record keeping purposes only





Zoom Webinar Instructions



Communicate with the meeting host via the "Q&A" function to:

- · Register to provide oral comments
- · Ask for technical support



Check or change your audio settings:

Click the up arrow to view settings and change your audio output





Commenting Later

All comments must be postmarked by October 15, 2021



Email comments to: NJPart150@panynj.gov



Mail comments to:

The Port Authority of New York & New Jersey 4 World Trade Center 150 Greenwich Street, 18th Floor New York, NY 10007 Attn: Ayo Olanipekun

For technical support, use the Q&A function

4

For more information about the EWR Part 150 Study, visit panynjpart150/EWR_homepage.asp

PORT AUTHORITY NY NJ AIR LAND RAIL SEA

Commenting Today

If you <u>registered</u> to provide an oral comment:

- The moderator will call your name in the order of registration
- · Elected officials will speak first
- When your name is called, your microphone will be unmuted
- You will have 3 minutes to comment
- · Please use respectful language

If you <u>DID NOT</u> register to provide an oral comment:

- You may request to provide an oral comment once the meeting has begun through the Q&A function until 9:00 p.m.
- Once all pre-registered speakers have made their statements, those who have requested to speak via Q&A will be called

For technical support, use the Q&A function

For more information about the EWR Part 150 Study, visit panynjpart150/EWR_homepage.asp

PORT AUTHORITY NY NJ



Commenting Later

All comments must be postmarked by October 15, 2021





Mail comments to:

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For technical support, use the Q&A function

For more information about the EWR Part 150 Study, visit panynjpart150/EWR_homepage.asp

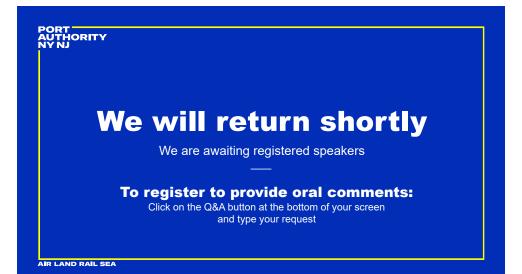
PORT AUTHORITY NY NJ AIR LAND RAIL SEA

Speaker Time Remaining









Thank you for Attending

All comments must be postmarked by October 15, 2021





Mail comments to:

The Port Authority of New York & New Jersey 4 World Trade Center 150 Greenwich Street, 18th Floor New York, NY 10007 Attn: Ayo Olanipekun

10

For more information about the EWR Part 150 Study, visit panynjpart150/EWR_homepage.asp







Noise Compatibility Planning Study

Title 14 of the Code of Federal Regulations Part 150 Newark Liberty International Airport October 7, 2021

hmmh

EWR Part 150 Study | Public Information Workshop #4



Welcome!

- · A pre-recorded video will be followed by a question-and-answer session
- Written questions can be submitted via the Q&A and will be answered by members of the Study Team
- Any question submitted during this workshop will not be included as part of the official project record

For **technical support**, use the **Q&A** function.

2

For more information about the EWR Part 150 Study, visit **panynjpart150/EWR_homepage.asp**



Zoom Webinar Instructions



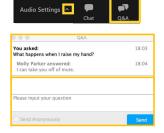
Communicate with the meeting host via the "Q&A" function to:

- · Ask the Study Team a question
- · Ask for technical support



Check or change your audio settings:

Click the up arrow to view settings and change your audio output



For technical support, use the Q&A function

The port of technical support, use the Q&A function

For more information about the EWR Part 150 Study, visit panynjpart150/EWR_homepage.asp



Making Official Project Comments

All comments must be postmarked by October 15, 2021



Go to *draftewrncp.Eventbrite.com* to register to speak at tonight's Virtual Public Hearing at 7:00 p.m.



Email comments to NJPart150@panynj.gov



Mail comments to:

The Port Authority of New York & New Jersey 4 World Trade Center 150 Greenwich Street, 18th Floor New York, NY 10007 Attn: Ayo Olanipekun

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For technical support, use the Q&A function

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For more information about the EWR Part 150 Study, visit panynjpart150/EWR_homepage.asp

Project Video

· Placeholder for project video

5



Today's Q&A and Official Comments

All comments must be postmarked by October 15, 2021

Asking Questions Today:

- Click on the "Q&A" button at the bottom of the screen and type your question
- The moderator will read questions in the order in which they were received, and Study Team members will provide responses
- · Please keep questions on topic
- Questions received during this workshop will not be included in the official public record

Making Official Comments:

- Go to draftewrncp.Eventbrite.com to register as a speaker at tonight's Virtual Public Hearing at 7:00 p.m.
- · Email comments to NJPart150@panynj.gov
- Mail comments to:

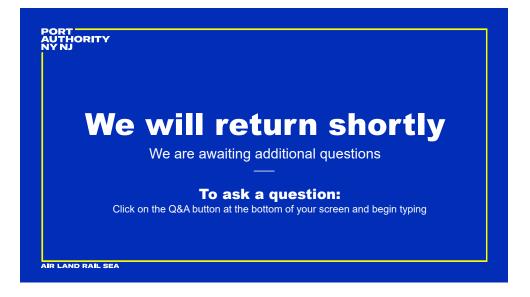
The Port Authority of New York & New Jersey 4 World Trade Center 150 Greenwich Street, 18th Floor New York, NY 10007 Attn: Ayo Olanipekun

For technical support, use the Q&A function

For more information about the EWR Part 150 Study, visit panynjpart150/EWR_homepage.asp

PORT AUTHORITY NY NJ





Making Official Project Comments

All comments must be postmarked by October 15, 2021



Go to *draftewrncp.Eventbrite.com* to register to speak at tonight's Virtual Public Hearing at 7:00 p.m.



Email comments to NJPart150@panynj.gov



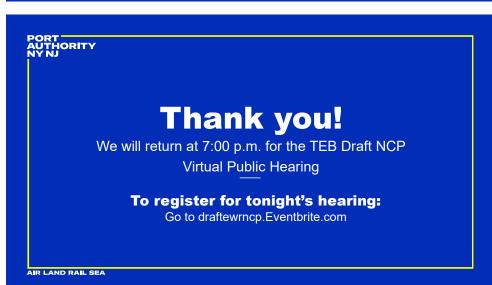
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For technical support, use the Q&A function

For more information about the EWR Part 150 Study, visit panynjpart150/EWR_homepage.asp

PORT AUTHORITY NY NJ







Noise Compatibility Planning Study

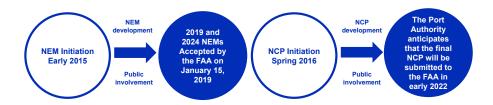
Title 14 of the Code of Federal Regulations Part 150

Newark Liberty International Airport

October 7, 2021



The EWR 14 CFR Part 150 Study Timeline

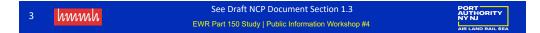


Upon receipt of the FAA's Record of Approval (ROA) for this NCP, the Port Authority may begin implementation of FAA-approved program measures and apply for federal financial assistance to support implementation of eligible FAA-approved NCP measures at EWR.



Part 150 Overview

- Federal Aviation Administration (FAA) developed the Part 150 Program in response to the federal Aviation Safety and Noise Abatement Act of 1979 ("ASNA")
- Codified under Title 14 of the Code of Federal Regulations (CFR) Part 150
- Voluntary FAA-defined process for airport noise studies
- Why do airports participate? Primary reasons include:
 - Provides access to FAA funding
 - o Comprehensive public engagement process





Airport Noise Compatibility Planning Part 150

- · Two primary elements
 - 1. Noise Exposure Map (NEM)
 - · Aircraft noise exposure
 - · Land use compatibility



4 hmmh

See Draft NCP Document Section 1.3

EWR Part 150 Study | Public Information Workshop #4

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Airport Noise Compatibility Planning Part 150

- · Two primary elements
 - 1. Noise Exposure Map (NEM)
 - · Aircraft noise exposure
 - · Land use compatibility
 - 2. Noise Compatibility Program (NCP)
 - Measures to improve land use compatibility including:
 - · Noise abatement measures
 - · Land use (noise mitigation) measures
 - · Program management measures



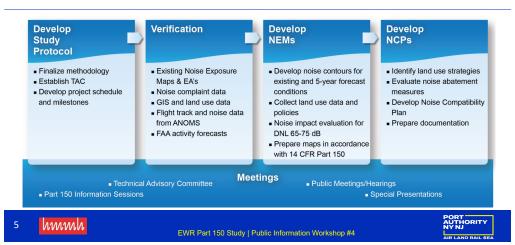
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See Draft NCP Document Section 1.3

EWR Part 150 Study | Public Information Workshop #4

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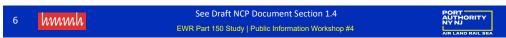
Airport Noise Compatibility Planning Process





Airport Noise Compatibility Planning **Roles and Responsibilities**

- · The Port Authority of New York and New Jersey
 - o Directs study as the project sponsor
 - 。 Submits NEM and NCP documentation to FAA
- FAA
 - $_{\circ}$ Provides input to, reviews and assists with analysis of noise abatement flight procedures
 - o "Accepts" NEM and NCP documentation and "approves" NCP measures
 - $_{\circ}$ Responsible for implementation of noise abatement flight procedures at the sponsor's request
 - o Assists in funding eligible measures in all three categories
- · Local governments
 - o Provide input to recommended land use measures
 - Implement and enforce land use measures to maintain and improve noise compatibility
- · All stakeholders, including aviation interests, residents, and other interested parties
 - o Monitor study process, provide input, assist with implementation



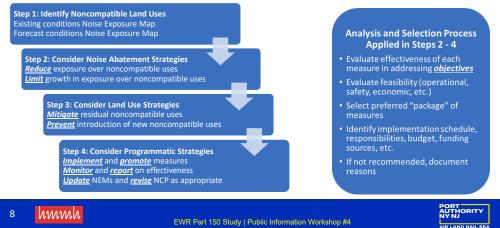
Technical Advisory Committee (TAC) Noise Compatibility Planning

Advisory role to the Port Authority

TAC Representative Affiliations	
Aviation Development Council (ADC)	FBO, Signature Flight Support
Airlines (Cargo), FedEx	Greater Elizabeth Chamber of Commerce (GECC)
Airlines, Southwest Airlines (SWA)	City of Newark
Airlines (Passenger), United	EWR Roundtable
AvPORTS TEB Staff	Newark Airport Community Roundtable
City of Elizabeth	National Business Aviation Association (NBAA)
Essex County	Newark International Carriers (NICC)
Federal Aviation Administration (FAA)	Newark Regional Business Partnership (NRBP)
FAA Airports District Office (ADO)	Staten Island
FAA Flight Standards District Office	Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC)
FAA TRACON	Union County
FAA ATCT	

See Draft NCP Document Section 1.4 hmmh EWR Part 150 Study | Public Information Workshop #4

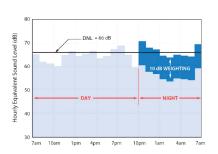
Noise Compatibility Program Development Process





The Basics of Airport Noise

- The Day-Night Average Sound Level (DNL) represents the noise energy present during a 24-hour period
- Weighting is applied to noise events occurring at night (10:00 P.M. to 7:00 A.M), with and additional 10 dB added to the actual nighttime sound level to reflect the greater sensitivity to noise at night
- DNL is drawn on maps in terms of lines connecting points of the same decibel.
- The FAA has set 65 DNL as the threshold of compatible noise exposure for noise sensitive land uses



9 hmmh

See Draft NCP Document Section 1.5

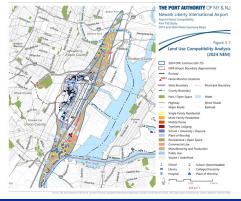
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PORT AUTHORITY NY NJ AIR LAND RAIL SEA

Noise Compatibility Program Development Process – Step 1

- Noncompatible land uses per 2024 Noise Exposure Map
 - o Nearly 10,000 residential units
 - o Over 25,000 people
 - o 10 schools
 - o 32 places of worship
 - 1 medical facility
 - 1 library
 - 8 transient lodging (e.g. hotels)

Note: Five (5) schools have been soundproofed as part of the School Soundproofing Program and are compatible



10 hmmh

See Draft NCP Document Section 1.7

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PORT AUTHORITY NY NJ AIR LAND RAIL SEA

Noise Compatibility Program Development Process – Step 2

- Consider noise abatement strategies
 - $_{\circ}\,$ Reduce noise at the source or in the path of the noise to the receiver
 - · Cockpit procedures, flight paths, runway use, noise barriers, etc.
- Port Authority considered 25 noise abatement strategies
- Port Authority is recommending 13 measures for implementation

hmmh

See Draft NCP Document Chapter 2

EWR Part 150 Study | Public Information Workshop #4





NA-1: Design and Implement an Offset Approach Procedure to Runway 22L

- 12-degree offset approach designed to avoid overflying noise-sensitive parcels in the Ironbound Neighborhood
 - Similar to an existing approach procedure used at La Guardia Airport
- Potential reduction of approximately 5,000 people in nearly 2,000 dwelling units inside the 65 DNL contour



12 hmmh

See Draft NCP Document Section 2.2

EWR Part 150 Study | Public Information Workshop #4

PORT AUTHORITY NY NJ

NA-2 & NA-3: Continue Use of Easterly Departure Headings (2 measures)

- Many of the aircraft that depart the Airport turn eastward at around 500 feet above the ground
- As a result of aircraft that depart to the north
 - More than 5,000 people in over 2,000 dwelling units are not exposed to 65 DNL or higher
- As a result of aircraft that depart to the south
 - Approximately 4,000 people in over 1,000 dwelling units are not exposed to 65 DNL or higher



13 NMMN

See Draft NCP Document Section 2.2

EWR Part 150 Study | Public Information Workshop #4

PORT AUTHORITY NY NJ

NA-4 & NA-5: Determine and Implement Optimal Departure Headings (2 measures)

- Determine whether a most eastward turn is feasible and how much further east is feasible
 - The further east the turn, the fewer people and noise-sensitive structures exposed to 65 DNL and higher



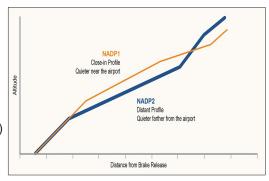
hmmh

See Draft NCP Document Section 2.2 EWR Part 150 Study | Public Information Workshop #4

PORT AUTHORITY NY NJ

NA-6: Encourage Use of Noise Abatement Departure Profiles

- Use of the distant, FAAprescribed NADP-2 reduces approximately 500 people in less than 200 dwelling units exposed to 65 DNL and higher
 - Reduction would occur in both the cities of Newark (Ironbound) and Elizabeth



15 hmmh

See Draft NCP Document Section 2.2

EWR Part 150 Study | Public Information Workshop #4



NA-8: Implement a Nighttime Preferential Runway Use Program

- Preferential runway use program include the following:
 - Runway 29 designated at the preferred arrival runway
 - Outboard Runway 4R/22L designated as the preferred departure runway
 - When Runway 29 is not available for arrivals, Runway 22L designated as the preferred arrival runway with aircraft using the offset approach
 - When Runway 29 is not available and the offset approach cannot be used, outboard Runway 4R/22L designated as the preferred arrival runway



16 hmmh

See Draft NCP Document Section 2.2 EWR Part 150 Study | Public Information Workshop #4

PORT AUTHORITY NY NJ AIR LAND RAIL SEA

Other Nighttime Noise Abatement Procedures

- NA-7: Minimize intersection departures
- NA-9: Optimized profile descent procedures
- NA-10: Unlimited climb procedures
- NA-11 & NA-12: Follow "New Jersey Turnpike" departure procedures (2 measures)

hmmh

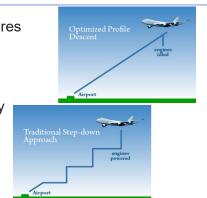
See Draft NCP Document Section 2.2 EWR Part 150 Study | Public Information Workshop #4





Other Nighttime Noise Abatement Procedures

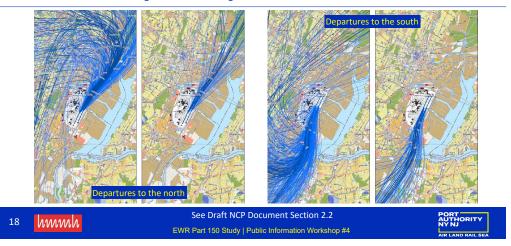
- NA-7: Minimize intersection departures
- NA-9: Optimized profile descent procedures
- NA-10: Unlimited climb procedures
- NA-11 & NA-12: Follow "New Jersey Turnpike" departure procedures (2 measures)



17 hmmh

See Draft NCP Document Section 2.2 EWR Part 150 Study | Public Information Workshop #4 PORT AUTHORITY NY NJ

NA-11 & NA-12: Implement Nighttime "Turnpike" Departure Procedures



NA-13: Continue Existing Mandatory Departure Noise Limit

- Since 1959 the Port Authority has enforced the mandatory noise limit of 112 EPNdB for aircraft departing the Airport
 - This measure was implemented prior to the passage of the Airport Noise and Capacity Act of 1990 (ANCA)
 - Therefore, it is grandfathered as long as the Port Authority continues to enforce the measure

hmmh

See Draft NCP Document Section 2.2 EWR Part 150 Study | Public Information Workshop #4





Noise Abatement Strategies Considered Not Recommended

- Increase arrival glide slope
- Turn north departures over West **Hudson Park**
- Develop and Implement a rotational runway use program
- Increase displaced distance on landing threshold on parallel runways
- · Implement an aircraft arrival sequencing program
- Implement simultaneous arrival/departure procedures

- Add a third parallel runway
- · Design, install and use endaround taxiways
- Install noise barriers
- · Control the number/types of aircraft and discourage traffic increases
- Remove restricted airspace over the Atlantic Ocean
- Use de-rated thrust departure procedures

hmmh

See Draft NCP Document Section 2.3

EWR Part 150 Study | Public Information Workshop #4



Noise Compatibility Program Development Process - Step 3

- Consider land use strategies
 - o Mitigate residual noncompatible uses
 - Prevent introduction of new noncompatible uses
- Port Authority considered nine (9) land use strategies
- Port Authority is recommending three (3) measures for implementation:
 - o Two (2) corrective mitigation measures
 - One (1) preventive mitigation measures

hmmh

See Draft NCP Document Section 3 EWR Part 150 Study | Public Information Workshop #4

LU-1 & LU-2: Sound Insulate Eligible **Structures (2 measures)**

- Provide sound insulation treatment to:
 - o Eligible dwelling units
 - o Eligible non-residential noise-sensitive structures
- Sound insulation treatments include:
 - Windows
 - o Doors
 - o Caulking
 - Weather stripping
 - Positive ventilation

Depending on availability of program funding and construction schedules, LU-1 and LU-2 may take many years to complete

An avigation easement (or right of overflight in the airspace above a particular property) will be required

hmmh

See Draft NCP Document Section 3.2



Eligibility for Sound Insulation Treatments

- Parcel within the 65 DNL contour
- Structure constructed prior to January 15, 2019
- Adherence to local building codes







Residential Structures

 Average noise level in habitable rooms at or above 45 DNL

Non-Residential Noise-Sensitive Structures

 Average noise level in habitable rooms at or above 45 dB based on the hours of use

Note: If the average interior noise level is less than 45 dB, the structure may be eligible to receive positive ventilation

23 hmmh

See Draft NCP Document Section 3.2

EWR Part 150 Study | Public Information Workshop #4



Eligibility for Sound Insulation Treatments

- Parcel within the 65 DNL contour
- Structure constructed prior to January 15, 2019
- Adherence to local building codes







Residential Structures

 Average noise level in habitable rooms at or above 45 DNL

Non-Residential Noise-Sensitive Structures

 Average noise level in habitable rooms at or above <u>45 dB based</u> on the hours of use

Note: If the average interior noise level is less than 45 dB, the structure may be eligible to receive positive ventilation

23 MMMM

See Draft NCP Document Section 3.2

EWR Part 150 Study | Public Information Workshop #4



LU-3: Assistance with Establishing Airport Noise Overlay Zones

- Airport overlay zones are intended to prevent noncompatible land uses from being developed near the Airport
 - Neither Port Authority nor FAA have control over land uses
- Port Authority could support the local jurisdictions' desire to establish an airport noise overlay zone
- Local land use jurisdictions that expressed interest include:
 - New Jersey Sports and Exposition Authority
 - Union County
 - City of Elizabeth
 - Town of Harrison
 - o City of Newark
 - Essex County
 - City of Linden

The Port Authority will respond promptly to any requests by jurisdictions for assistance in evaluating potential preventive land use measures

24 MMMN

See Draft NCP Document Section 3.2 EWR Part 150 Study | Public Information Workshop #4





Land Use Strategies Considered Not Recommended

- Acquire avigation easements
- Implement cooperative land use agreements
- · Raise minimum building standards
- · Implement rezoning of land uses
- Include airport aircraft noise real estate disclosures
- Acquire noncompatible residential parcels



Noise Compatibility Program Development Process - Step 4

- Consider program management strategies
 - o Implement and promote measures
 - Monitor and report on effectiveness
 - Update NEMs and revise NCP as appropriate
- Port Authority considered 12 program management strategies
- Port Authority is recommending all 12 measures for implementation



Program Management Measures Recommended – Existing

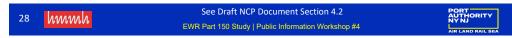
- PM-1: Maintain Noise Office
- PM-2: Maintain Noise and Operations Management System (NOMS)
- PM-3: Maintain public flight tracking portal
- PM-4: Maintain noise complaint management system
- PM-5: Maintain Noise Office website
- PM-6: Continue community outreach activities





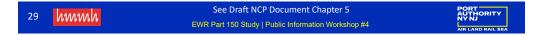
Program Management Measures Recommended - New

- PM-7: Establish a community planners forum
- PM-8: Establish a Fly Quiet Program
- PM-9: Make aircraft noise contours available in geographic information system (GIS)
- PM-10: Update the Noise Exposure Map
- PM-11: Update the Noise Compatibility Program
- PM-12: Coordinate with the FAA on development and implementation of NextGen procedures



Airport Noise Compatibility Planning Consultation, Engagement and Outreach

- Port Authority:
 - o Consulted with
 - · All local, state, and federal entities with land use control within DNL 65+ dB
 - · FAA regional officials
 - · Regular aeronautical users of the airport
 - · All interested parties in review of and comment on draft items
 - Engaged with the Technical Advisory Committee at 14 meetings
 - Reached out to the public with four workshops and hearing on the recommended Noise Compatibility Program



Measure Initiation Plan



* Date is tentative and subject to change

See Draft NCP Document Appendix H

EWR Part 150 Study | Public Information Workshop #4

AIR LAND RAIL SEA



Next Steps

- Comments collected through October 15, 2021
- Final Noise Compatibility Program Report
 - o Will include public comments and responses
 - Submission to FAA Early 2022*
- FAA will have 180 days to review
- FAA will issue Record of Approval
- Port Authority will release the Final Noise Compatibility Program Report

31 MMMh

EWR Part 150 Study | Public Information Workshop #4



Questions

Regarding the Port Authority-recommended Noise Compatibility Program measures including noise abatement, land use and program management

If you wish to ask a question on the NCP, please enter it into the Q&A function located at the bottom of your screen

32 hmmh

EWR Part 150 Study | Public Information Workshop #4





^{*} Date is tentative and subject to change

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Appendix E.2

Local Jurisdiction Meetings



Newark Liberty International Airport Noise Compatibility Program

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Meetings with Jurisdictions in the Vicinity of Newark Liberty International Airport

Date of Meeting	Meeting Attendees ^{/a/}				
Initial Meetings					
November 13, 2015	Paul Ricci, Dave Full, Julie Barrow				
March 2, 2016	David Antonio, Dave Full, Julie Barrow				
March 2, 2016	William Holzapfel, Dave Full, Julie Barrow				
March 3, 2016	Brian Intadola, Dave Full, Julie Barrow				
March 3, 2016	Byron Nicholas, Jason Bottcher, Dave Full, Julie Barrow				
March 3, 2016	Michael Martello, Dave Full, Julie Barrow				
March 3, 2016	Chris Dochney, Dave Full, Julie Barrow				
March 3, 2016	Chris Dochney, Dave Full, Julie Barrow				
March 3, 2016	Dom Elefante, Ron Seelogy, Dave Full, Julie Barrow				
May 23, 2016	Robert Cotter, Dave Full, Julie Barrow				
May 23, 2016	Omar Rivera, Dave Full, Julie Barrow				
No Meeting					
January 23, 2017	Ron Seelogy, Mike Stepowyj, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full				
January 23, 2017	Kamal Saleh, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full				
January 25, 2017	Eduardo Rodriguez, William Holzapfel, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full				
January 25, 2017	Byron Nicholas, Jason Bottcher, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full				
January 25, 2017	McKinley Mertz, James Fife, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full				
January 25, 2017	Arie Hoogendoorn, Kate Anderson, Robert Thomas, Tim Middleton, Gene Reindel, Ted Baldwin, Dave Full				
February 16, 2017	David Antonio, Tim Middleton, Ted Baldwin, Julie Barrow				
February 17, 2017	Paul Ricci, Tim Middleton, Ted Baldwin, Julie Barrow				
May 22, 2017	David Silva, Tim Middleton, Gene Reindel, Dave Full				
Not within 65 DNL Contour	N/A				
Not within 65 DNL Contour	N/A				
Not within 65 DNL Contour	N/A				
	November 13, 2015 March 2, 2016 March 3, 2016 May 23, 2016 May 23, 2016 No Meeting January 23, 2017 January 25, 2017 January 25, 2017 January 25, 2017 February 16, 2017 February 17, 2017 May 22, 2017 Not within 65 DNL Contour Not within 65 DNL Contour				

Notes: /a/ - Port Authority of NYNJ includes Tim Middleton; HMMH Team includes Gene Reindel, Ted Baldwin, Dave Full, and Julie Barrow.



Initial Meetings

Thirteen municipalities, including the New Jersey Sports and Exposition Authority, within the Land Use Data Collection Area¹ were consulted to provide an introduction of a Part 150 Study (Study) and how the Study could potentially affect each municipality. Additionally, the initial project meeting was used to obtain existing, planned, and future land use data including, but not limited to, jurisdictional boundaries, open space and environmental feature plans, historic properties, current master plan or general plan, zoning maps, redevelopment plans, and previously soundproofed facilities. See **Attachment A** for an example of the initial outreach letter sent to each municipality within the Land Use Data Collection Area and that was also used to facilitate the discussion during each initial project meeting.

Each meeting resulted in an open discussion of the Part 150 process and many of the representatives from the various jurisdictions asked questions about the process and how the results of the study could affect the jurisdiction. Each jurisdiction requested to stay informed throughout the Study.

Follow-Up Meetings

The follow-up meeting with each jurisdiction provided information on the Noise Exposure Maps (NEMs), a discussion of potential Noise Compatibility Measures (NCPs), and an overview of continued opportunities for their involvement. See **Attachment B** for the handout each jurisdiction received and that was used to facilitate the discussion during each meeting. The discussion of NCPs provided information as to which measures could be implemented by the Port Authority of New York and New Jersey (PANYNJ), which would require coordination between the PANYNJ and various jurisdictions, and which measures could be implemented by the jurisdiction. Each meeting emphasized that neither the Federal Aviation Administration (FAA) nor the PANYNJ have land use controls and that it is acknowledged that this police power rests with the jurisdictions. Below is a summary of the outcome from each follow-up meeting that has occurred.

• New Jersey Sports and Exposition Authority

The New Jersey Sports and Exposition Authority (NJSEA) is a jurisdiction that is in the 65 DNL contour for both Newark Liberty International and Teterboro Airports. As a result, this meeting was structured to address the Part 150 Studies for both airports. During the meeting, it was acknowledged that a small portion of the land under the authority of the NJSEA is within the 2021 65 DNL contour for Newark Liberty International Airport. The portion of the NJSEA land within the 65 DNL contour is not considered to be noise-sensitive land uses and no incompatible land uses have been identified. A much larger area of the NJSEA is within the 60 DNL and 55 DNL contours. Although the 55 DNL contour is not considered eligible for noise abatement measures under the



¹ The Land Use Data Collection Area was developed to allow for a detailed review and collection of land use data. The Land Use Data Collection Area included jurisdictions with the potential to be located within EWR's 2016 Existing DNL 65 or higher dB noise contours and/or EWR's 2021 Future DNL 65 dB or higher noise contours as dictated by Part 150 regulations.

Part 150 Study, the NJSEA is interested in an overlay zone. In addition, the NJSEA was interested in the community planners forums as a means of communicating between the PANYNJ, the NJSEA, and other jurisdictions that are within the land area of the NJSEA.

Union County

The City of Elizabeth and the City of Linden are within Union County. Thus, the portion of these two jurisdictions within the 65 DNL contour is the same as the portion of Union County that is within the 65 DNL contour. The County was interested in the noise abatement measures that could be implemented as a part of this Study and requested more information regarding zoning overlays and how such land use measures could be implemented. In addition, the County was interested in cooperative land use agreements and community planners forums and would be interested in participating in both of these NCP measures if they are implemented.

City of Elizabeth

A portion of the City of Elizabeth is within the 65 DNL contour. The portion of Elizabeth in the 65 DNL contour is generally between the New Jersey Turnpike (I-95) and Arthur Kill. The City acknowledged that this portion of Elizabeth contains a variety of land uses that are considered to incompatible, including residential, schools, libraries, and churches. The City also acknowledged that some redevelopment is occurring and is being planned for this portion of Elizabeth. Thus, the City was very interested in all measures that could promote future compatible land uses and methods for making existing incompatible land uses compatible. The City thought that the implementation of an overlay zone would be a possibility and requested more information on what such an overlay zone looks like. The meeting also included a discussion of the possibility of using the 55 DNL contour or the 60 DNL contour for establishing the boundaries of an overlay zone.

Hudson County

The portion of Hudson County within the 65 DNL contour is within the Town of Harrison and the City of Kearny. The County acknowledged that local land use authority exists within these two jurisdictions. However, the County was interested in understanding how they could assist in implementing an overlay zone within those communities. The County asked to be continued to be informed as to next steps in the process.

As an aside, County staff asked about helicopter traffic from Teterboro to Manhattan and whether that was included in the Part 150 Study for Teterboro. The HMMH Team explained that helicopters were included in the noise modeling for Teterboro but flights over Hudson County (and specifically Weehawken, which was the community identified by County staff and being within the flight path) were too far from Teterboro to be included in that noise contour.

Town of Harrison

A very small portion of the Town of Harrison is within the 65 DNL contour. The land uses in this area of Harrison are manufacturing and production and are considered to be compatible. A larger portion of the eastern part of Harrison is within the 60 DNL and 55 DNL contours. As a result, the Town was interested in how to prevent future incompatible land uses from being developed in this area and was interested in how a zoning overlay would be implemented. As a result, the Town requested examples of zoning overlays that they could review.



City of Newark

A portion of the City of Newark (primarily the neighborhood known as The Ironbound) is within the 65 DNL contour. The City acknowledged that this portion of Newark contains a variety of incompatible land uses, including residential, churches, schools, day care centers, and hospitals. City staff were very interested in NCP measures that could result in retrofitting buildings within the 65 DNL contour and were curious as to the timing for implementation. The HMMH Team explained the general approach and timing for implementation of such measures. City staff were interested in the implementation of an overlay zone and how that could be accomplished. In addition, City staff asked questions about how property within the 65 DNL could be redeveloped with compatible land uses.

Essex County

The City of Newark is within Essex County. Thus, the portion of the City of Newark that is within the 65 DNL contour is the same as the portion of Essex County that is within the 65 DNL contour. The County was interested in the noise abatement measures that could be implemented as a part of this Study, but deferred to the City of Newark to decide which measures would be most beneficial to the City's residents.

The County informed the PANYNJ and the HMMH Team that the City of Newark already has a noise overlay in place. In addition, the County recommended that the PANYNJ and the HMMH Team work with the City of Newark to see how the overlay could be revised as a result of this Study, if necessary.

City of Linden

The City is only partially within the 65 DNL contour and the land use within the 65 DNL contour is classified as manufacturing and production, which is considered a compatible land use. However, the bulk of the City is within the 60 DNL contour. Although the 60 DNL contour is not considered eligible for noise abatement measures under the Part 150 Study, the City is interested in staying informed regarding noise abatement measures it could implement outside of the Study.

The City was particularly interested in a noise overlay measure. This overlay would require greater details regarding what is allowable in the noise overlay zone over the underlying zone.

The City requested the following information; the 55-60 DNL contours and the research on windows with sound-insulation technology.

Town of Kearny

The Town is only partially within the 65 DNL contour and the land uses within the 65 DNL contour is considered compatible land uses. In addition, some of the Town is within the 60 DNL contour. Although the 60 DNL contour is not considered eligible for noise abatement measures under the Part 150 Study, the Town is interested in staying informed regarding noise abatement measures it could implement outside of the Study.



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Attachment A





369 Pine Street, Suite 610 San Francisco, California 94104 415.986.1702

4 January 2016

Mr. Chris Assenhiemer 501 Madison Street Carlstadt, New Jersey 07072

RE: Port Authority of New York and New Jersey
Teterboro Airport and Newark Liberty International Airport
FAR Part 150 Land Use Compatibility Planning

Dear Mr. Assenhiemer:

The Port Authority of New York & New Jersey (PANYNJ) is conducting a comprehensive noise compatibility planning study for Newark Liberty International Airport (EWR) and Teterboro Airport (TEB) under the Federal Aviation Administration's voluntary "Part 150 Airport Noise Compatibility Planning" program. The PANYNJ has contracted with HMMH Inc., RS&H Inc., and Planning Technologies Inc., to assist in preparing the Part 150 Study. This letter is to follow up to the letter dated 30 July 2015 from Edward C. Knoesel of the PANYNJ (referenced as the *Request for Land Use Information for Use in Airport Noise Studies*) that identified the types of information that would be useful to receive from Carlstadt Borough. As a reminder, the following types of information would assist in expediting the Part 150 process:

- Existing land use data including but not limited to:
 - Jurisdictional boundaries mapping for Carlstadt Borough
 - Existing land use data files and existing land use mapping that includes Special District or Sector Plans
 - Open space and environmental features plans
 - Historic properties mapping and lists
 - Maps or lists of showing existing facilities that have been soundproofed
 - Historic building permit mapping/records
- Future land use data files and future land use mapping that includes Special District or Sector Plans
- Land use controls including, but not limited to:
 - Most current approved Comprehensive Community Plans and/or General Plans
 - Policy plans establishing community vision, goals, objectives and implementation steps that relate to land use compatibility
 - Zoning ordinances
 - Zoning maps/overlay district mapping
 - Subdivision regulations
 - Environmental protection ordinances



Mr. Chris Assenhiemer 4 January 2016 Page 2

- Existing noise ordinances
- Discretionary project review procedures and criteria
- Building codes
- Potential known future development including, but not limited to:
 - Land redevelopment efforts underway within Carlstadt Borough
 - Major reuse trends involving conversion from compatible to non-compatible uses (such as industrial uses being converted to residential development e.g., loft conversions)
 - Major development projects approved or in the pipeline involving non-compatible uses
- Other land use data, policies, plans, or other information that may be relevant

As part of the FAR Part 150 process, RS&H will be conducting community land use surveys within Carlstadt Borough to confirm land use, zoning, population densities, and other community characteristics. The intent of this survey is to confirm data sources, identify any variations in data received during the initial coordination process as well as characterize any undocumented land use. In addition to the community land use surveys, in-person meetings with each municipality are being conducted.

These meetings with local municipalities is a critical component of the overall FAR Part 150 process. Therefore, RS&H is interested in arranging an in-person meeting with planning representatives from Carlstadt Borough. RS&H staff will be in the area the week of 25 January 2016 and may be available to have a meeting with you or other appropriate representatives from Carlstadt Borough on Tuesday, 26 January 2016; Wednesday, 27 January 2016; or Thursday, 28 January 2016. If these dates are not convenient, future dates in February will be available. Ms. Julie Barrow from RS&H or I will call you to arrange for a mutually convenient time for the meeting.

Sincerely,

RS&H, INC.

David J. Full, AICP Vice President - Aviation 415.986.1702

David.Full@rsandh.com



Attachment B

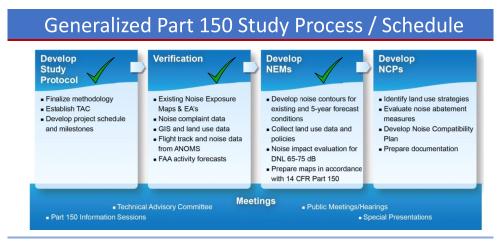




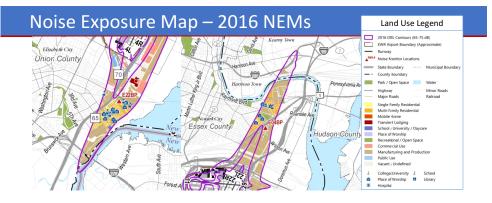
Newark Liberty International Airport

14 CFR Part 150 Noise Compatibility Study Meetings with Local Jurisdictions Week of February 13, 2017

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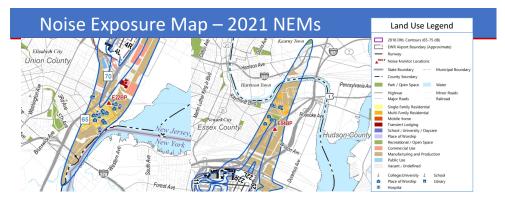
THE PORT AUTHORITY OF NY & NJ



Land Area within the 2016 65 DNL Contours: 7.34 square miles (4,700 acres)



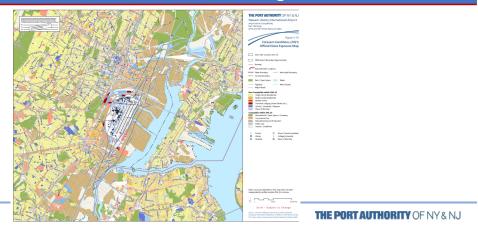




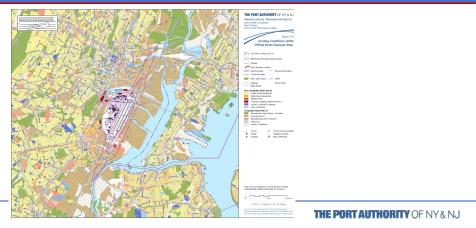
Land Area within the 2021 65 DNL Contours: 8.34 square miles (5,346 acres)

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2021 DNL Contours with Regional Land Use



2016 DNL Contours with Regional Land Use





Noise Compatibility Program Development Process

Step 1: Identify Incompatible Land Uses **Existing conditions Noise Exposure Map** Analysis and Selection Process Forecast conditions Noise Exposure Map Applied in Steps 2 - 4 Evaluate effectiveness of each measure in addressing <u>objectives</u> **Step 2: Consider Noise Abatement Strategies Reduce** exposure over incompatible uses Evaluate feasibility (operational, safety, economic, etc.) <u>Limit</u> growth in exposure over incompatible uses Select preferred "package" of **Step 3: Consider Land Use Strategies** <u>Mitigate</u> residual incompatible uses <u>Prevent</u> introduction of new incompatible uses Identify implementation schedule, responsibilities, budget, funding Step 4: Consider Programmatic Strategies <u>Implement</u> and <u>promote</u> measures <u>Monitor</u> and <u>report</u> on effectiveness <u>Update</u> NEMs and <u>revise</u> NCP as appropriate If not recommended, document reasons

THE PORT AUTHORITY OF NY& NJ

Major NCP Strategy Options within Each Category

Noise Abatement Strategies

- Noise abatement flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Noise barriers
- Runup enclosures
- Use restrictions
- Other actions proposed by stakeholders

Land Use Strategies

- Preventio
- Land use controls
- Zoning
- Building codes
- Comprehensive plans
- Real estate disclosures
- Mitigation
- Land acquisitionSound insulation
- Avigation easements
- Other actions proposed by stakeholders

Programmatic Strategies

- Implementation tools (rules, regulations, ordinances, etc.)
- Promotion, education, signage, etc.
- Monitoring
- Reporting
- NEM updating
- NCP revision
- Other actions proposed by stakeholders

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Real Estate Disclosures

- Methods for informing buyers of property in airport vicinity about aircraft noise
- Requirement of sellers and/or real estate brokers to inform buyers
- Part of the sales agreement
- New Jersey Association of Realtors standard form
- Applicable to properties within a specific noise contour or within a certain distance from an airport



Land Use Rezoning

- Enacted by local jurisdiction with land use and zoning authority
- Rezone properties within specific noise contours to be compatible with aircraft operations
- Intent of rezoning is to prevent incompatible land uses from being developed near an Airport
- Rezoning promotes compatible land uses in airport vicinity
- Rezoning allows for "grandfathering" of existing uses

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Land Use Zoning Overlays

- Enacted by local jurisdiction with land use and zoning authority
- Adoption of a separate overlay zone that works in tandem with underlying zone
- Intent is to prevent incompatible land uses from being developed near an airport
- Provides greater details regarding what is allowable in the overlay zone (e.g., height limits that may be different)

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Building Codes

- Enacted at the state level in partnership with the local jurisdiction
- Intended to raise minimum building standards in vicinity of an airport
- Intended to promote compatible land uses in airport vicinity



Cooperative Land Use Agreements

- Enacted by airport sponsor (e.g., Port Authority) and jurisdictions with local land use authority
- Agreements are focused on land use, redevelopment, and infrastructure in airport vicinity
- Intended to prevent incompatible land uses from being developed in airport vicinity

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Community Planners Forums

- Established by airport sponsor (e.g., Port Authority) to bring together various jurisdictions in airport vicinity
- Share information pertaining to comprehensive planning, land use issues, zoning issues, and noise mitigation efforts
- Intended to provide a "level playing field" for all jurisdictions in airport vicinity

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Distribution of Noise Mitigation Information

- Enacted by the airport sponsor (e.g., the Port Authority)
- Intended to inform jurisdictions in airport vicinity about what has been implemented, what will be implemented, schedule for implementation, etc.
- Program to distribute noise mitigation information to all jurisdictions in the airport vicinity
- Information distributed on a periodic basis (e.g., monthly, bi-annually, annually, etc.)



Implementation of Noise Mitigation Measures

Measure	Eligibility Requirements	Implementation Responsibility	Possible Funding Sources	Typical Duration of implementation	Typical Implementation Costs
Sound Insulation	Located within 65 DNL Interior noise level 45 dB or greater No existing code violations	Port Authority	FAA – 80% PANYNJ – 20%	2-3 decades	 Residential: \$50,000/unit single family, \$25,000/unit multifamily Institutional unknown, likely over \$1 million per property
Positive Ventilation	Located within 65 DNL Interior noise 45 dB or greater No existing code violations	Port Authority	FAA – 80% PANYNJ – 20%	2-3 decades; generally conducted at same time as sound insulation	Residential: \$20,000/unit Institutional: Unknown
Land Acquisition	Located within 65 DNL	Port Authority	FAA – 80% PANYNJ – 20%	Less than one decade	Residential: \$275,000/single family parcel, \$340,000/multi- family parcel Institutional: Unknown
Easement Acquisition	Located within 65 DNL	Port Authority	FAA – 80% PANYNJ – 20%	2-3 decades; generally conducted at same time as sound insulation	• \$7,500/parcel or 15% of fair market value
Barriers	Provides 5-dB reduction to properties within 65 DNL	Port Authority	FAA – 80% PANYNJ – 20%	2-5 years	Depends on length and height of the barrier

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Sound Insulation

- Purpose –provide a compatible indoor living environment through installation of acoustical treatments, e.g., acoustical doors and windows
- Results in the parcel being considered compatible within 65 DNL contour
- Eligible buildings (where existing interior level is ≥ 45 DNL)
- Single-family residential
- Multi-family residential
- Educational facilities
- Places of worship
- Health care facilities and other noise sensitive structures (case by case)

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Positive Ventilation

- Purpose provide the ability to keep windows closed to result in a compatible indoor living environment without sound insulating acoustical treatments
- Applies where homes are not eligible for sound insulation treatment because interior level is below 45 DNL with windows shut
- Results in the parcel being considered compatible within the 65 DNL contour
- Eligible buildings
- Single-family residential
- Multi-family residential
- Educational facilities
- Places of worship
- Health care facilities and other noise sensitive structures (case by case)



Land Acquisition

- Purpose is to acquire land and make it compatible with airport operations by:
 - Redeveloping the property into non-noise sensitive use, e.g., commercial or industrial use
 - Installing sound insulation treatments and reselling the property as compatible
- Results in the parcel being considered compatible with aircraft noise
- Eligible parcels
- Single-family residential
- · Multi-family residential
- Educational facilities
- Places of worship
- Health care facilities and other noise sensitive structures (case by case)

THE PORT AUTHORITY OF NY & NJ

Easement Acquisition

- Purpose is to obtain compatibility through the purchase of an easement with the property owner that goes with the deed to show acceptance of being within an area of excessive aircraft noise
- Results in the parcel being considered compatible with aircraft noise
- Eligible parcels
- Single-family residential
- Multi-family residential
- Educational facilities
- Places of worship
- Health care facilities and other noise sensitive structures (case by case)

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Projected TAC & Public Meeting Topics, 2016-17

Date	Meeting	Major Actual / Anticipated Topics
January 26, 2017	TAC 9 - <i>Complete</i>	Present first-round noise abatement analyses
March 30, 2017	TAC 10	Present second-round noise abatement analyses
May 19, 2017	TAC 11	Present first-round compatible land use alternatives
July 2017	TAC 12	Present second-round compatible land use alternatives
September 2017	TAC 13	Recommend abatement and compatibility measures
November 2017	TAC 14	Discuss NCP monitoring and implementation
January 2018	TAC 15	Review NCP recommendations
March 2018	TAC 16	Discuss Draft NCP
May 2018	Public Information Meeting 3	Present Draft NCP recommendations
May 2018	Public Hearing on NCP	Present proposed NCP and revised NEMs

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Appendix E.3

Study Specific Meetings



Newark Liberty International Airport Noise Compatibility Program

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HMMH

77 South Bedford Street Burlington, Massachusetts 01803 781.229.0707 www.hmmh.com

MEETING NOTES

Subject PANYNJ EWR and TEB Part 150 TRACON Meeting

Participants TEB Study Team

EWR Study Team
PANYNJ Study Team

FAA

Date January 27, 2017 **Time** 1:00 – 1:35 pm

Location Telcon

Reference

HMMH Job No. 307260

Attendees by Organization:

Port Authority	нммн	FAA
Adeel Yousuf	Diana Wasiuk	Andrew Brooks
Timothy Middleton	Eugene Reindel	Michael Porcello TRACON
	Robert Mentzer	David Sanchez
		Stephen McClain TRACON
		Suki Gill
		Zack DeLaune

TRACON Part 150 Meeting

Slide 1 & 2 - Cover and Agenda

Robert: Opened the meeting and reviewed the agenda

Slide 3: TEB RWY 24 Southerly Departure Turn

Robert: Discussed that EWR arrivals are at 220 degrees and TEB departures at 240 degrees.

Accounting for 15 degrees of separation, the TEB team looked at the feasibility of a 235

degree turn off Rwy 24.

Steve: He is open to suggestions and willing to take a look at the proposal, but does not want

to make any promises.

Mike: Offered a general caution – it has taken FAA/N90 years to implement the simplest of

procedures due to the complexity of the procedure development/implementation process; nothing we suggest here will be accomplished quickly; N90 wants to make sure that we do not apply resources and attention against proposals that aren't showing discernable benefits; there is some indication that the EWR 22L approach over 95 that the FAA is currently working on might be completed before the conclusion of

the Part 150 studies.

PANYNJ EWR and TEB Part 150 Team Meeting January 9, 2017 Page 2

Andrew: Acknowledged Mike's comment and restated that the goal of the Part 150 process is to

identify potential solutions, but that any proposed procedure would need to go through the proper procedure development process at some future time; we

understand that nothing in this process will be expedited.
Asked how the Part 150 deals with shifting noise.

Andrew: We examine where and to what extent the shifts are happening and make value

judgements for the initial recommendation; eventually proposals would be subject to a

proper environmental review.

Mike:

hmmh

Mike: Changing the headings might be problematic since there are issues with today's 240

heading and 235 will be even more difficult to de-conflict especially with increased traffic at EWR and TEB; he is concerned about the feasibility of this proposal, but does

not want to say no right away.

Andrew: What is the current issue with the procedure?

Mike: The fleet-mix has all high-performance aircraft and they get off and high quickly and

anything that keeps them closer to the Rwy 22 arrivals at EWR will cause safety concerns. Thought we should maybe look at if it can be done during the nighttime. It

might work better with the future EWR offset arrival.

Slide 4 - TEB Runway 24 - 235 degree turn with EWR offset approach at night

Robert: Discussed the possibility of the Runway 24 235 degree turn at night if there was the

offset approach to EWR in Southflow. Greater than 235 degrees would be an even

greater benefit, if possible.

Mike: TRACON proposed an off-set arrival to Runway 22L for nighttime; so the off-set arrival

combined with the 95 approach proposal would be a good place to look.

Tim: Night operations are where we are looking for improvements.

Mike: They will take a look at this proposal.

Andrew: We must be careful about how we describe the interaction between two airports

because the Part 150s are supposed to be separate and unrelated studies, but we

should not forgo looking at this opportunity.

Next 5: EWR 75% Nighttime - Offset To Approach Runway 22L

Gene: This proposal has generated interest and is important from community engagement

point of view.

Mike: This is a good option and they are working on it; they hope this one is one we can 'drag

across the finish line'.

Andrew: We received feedback during the TAC from user community about wanting to stabilize

on the centerline early; just to let Mike know that there is some pushback from the

user community.

Mike: Aware but proceeding.

Mike: No pushback from the Tower or TRACON.

Tim: We need to formalize a version of a preferential use program for night ops.

Slide 6: NBAA High-Density at TEB

Mike: Can't offer a comment because he isn't familiar with the details of this proposal.





PANYNJ EWR and TEB Part 150 Team Meeting January 9, 2017 Page 3

Bob: Described the procedure and explained the reliance on reducing power at 800' to then

reapply at 1500'.

Steve: All the time or night only?

Bob: All the time if possible, however we only included use of this option for flights not being

held down below 3000'.

Steve: Already have a procedure that's considered overly complicated by users resulting in

high cockpit workload.

Steve: There are other places where this happens and sometimes it can cause loss of

separation.

Bob: Aware of possible issues, this is why we only looked at procedures where the pilot is

cleared to climb to 3000' or above.

Tim: We will share our slides on the NBAA procedures and maybe the TRACON can include

this in the work they are doing already to reduce workload and power deviation issues.



Additional Discussion Not Related To Slides:

Gene: TAC asked for RNAV departures from RWYs 4/22 to follow the turnpike and avoid

dispersion.

Tim: Can we make departures of RWY 22 less dispersed.

Mike: The aircraft have to turn east most of the time which is why we see the dispersion; if

community is looking at an RNAV that would concentrate the tracks then he is not sure that it would yield a benefit because it takes the automation some time to engage before it can allow a turn. Conventional procedures turn easier since they don't require the flight bag to engage. TRACON is working to see if they can fix the TENNIS

procedure to help out with the noise issues at LGA.

Gene: We will communicate to the TAC examples from Boston that will show that RNAV will

not give us the benefit due to the automation engaging later than needed to make the

190 turn.

Andrew: Can TRACON help with reviewing responses to public comments as we proceed? Both

Mike and Steve said they are willing to help.

Future meetings w/Air Traffic

Discussion of whether or not HMMH has more to show to Air Traffic for the call. Andrew will check with tower managers to see if he can get them to join the call. HMMH will prepare slides for the next meeting.

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нммн

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MEETING NOTES

Subject DA

PANYNJ, HMMH Meeting with NY TRACON

Participants

Port Authority	HMMH Team	FAA
Tim Middleton	Mary Ellen Eagan	Lindsay Butler
Adeel Yousuf	Gene Reindel	Suki Gill
Ralph Tamburro	Diana Wasiuk	Stephen McClain
	Rhea Gundry	
	Bob Mentzer	
	Jessica Cohen	
	Dominic Scarano	

 Date
 May 24, 2017

 Time
 2:30 - 3:30 pm

Location Telcon

Reference HMMH Job No. 307260

EWR

1. Runway 22L Offset Approach

- HMMH opened the meeting by acknowledging the responses TRACON provided to the list of questions sent to them on April 3, 2017. Specifically regarding the Runway 22L offset approach, HMMH would like to discuss with TAC airline representatives and ask how they would fly the approach. PA agrees and would like to have conversations with airlines. PA has already received feedback from FedEx stating that they will not fly any type of offset approach due to company safety protocol for their MD11s. TRACON has already gotten commitment to evaluate an offset approach from Delta, United, and UPS. The next item discussed was determining the point at which an aircraft must align with the runway centerline for the offset approach. TRACON states that this is a modeling consideration and not a TRACON issue. It is dependent on the user, aircraft performance, and pilot discretion.

2. Earlier Turns Off Runway After Departure

- Any early turns off the runway after departure is dependent on aircraft performance. HMMH suggests looking at how many aircraft turn at the 1 ½ or 2 mile marks. The TAC suggested changing the heading at which aircraft turned off Runways 22R and 22L after departure, however, aircraft are already on a 190° heading. Any turn further to the east will affect LGA operations and may result in a hold-down of EWR departures. PA is interested in evaluating a more defined RNAV path off Runways 22L and 22R. TRACON needs input as to where PA would like to see the aircraft turn. HMMH will plot dispersed headings and send to TRACON. HMMH will look at deviations from the 190°

PANYNJ EWR and TEB Part 150 Team Meeting May 24, 2017 Page 2

heading in small increments, model them, and send to TRACON for review if noise reduction can be achieved.

3. Changes to Arrival Profiles

PA would like to evaluate if noise reduction can be achieved through concentrating arrival paths. TRACON states that it may be possible to build a transition to the Runway 22L ILS through Broadway. It would be unlikely to use during the day, but it may be possible to use at night. TRACON will send a draft of the profile and how aircraft will fly it. TRACON suggests engaging with users to find out what percentage of night operations would be able to fly the transition.

4. Preferential Runway Use

TRACON suggests engaging with the tower for any preferential runway use questions.



TEB

- 1. Runway 24 Departure Turns
 - TRACON states that the 230° and 235° turns are the same procedure and will only be used at night and when EWR 22L offset approach is in use. TRACON stated that it will be a conventional procedure rather than an RNAV procedure. It would follow similar language as the Teterboro ONE procedure for Runway 24. "Climb heading 230° to 1500 (remain at 1500) feet then turn right heading to 280°. TRACON believes 230° would provide a larger noise benefit but either proposal would work.
 - TRACON also added that being a conventional procedure the turn would be based on aircraft performance. HMMH asked if it would be possible to include a distance (such as to a certain DME) to keep the aircraft on the 230/235 heading for a longer distance.
 TRACON added that would be possible. HMMH will evaluate whether a distance is needed and to what extent.
- HMMH asked if EWR is using the offset would it be possible to get additional departures off from Runway 19 since the procedure passes directly over Runway 19.
 - TRACON stated no, conflicts with EWR arrivals would remain and we would not expect an increase in Runway 19 departures.







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meeting notes

project

PANYNJ EWR, TEB, JFK, and LGA 14 CFR Part

meeting September 8, 2017 meeting 10:00 A.M. EDT

Kelly Mitchell, Adeel

Yousuf, Tim Middleton

PA: Tim Middleton, Kelly Mitchell, Adeel Yousuf FAA: Lindsay Butler, Durre Cohen, David Johnson,

Michael Lamprecht, Joey Medders

ESA: Steve Alverson, Mike Arnold, Chris Sequeira HMMH: Rhea Gundry, Bob Mentzer, Dominic Scarano, Diana Wasiuk, Jessica Cohen

American Airlines: Wes Googe, Eric Silverman, Brian

Townsend

Delta Air Lines: Rob Goldman FedEx: Larry Hills, Phil Santos

JetBlue: Joe Bertapelle

Southwest Airlines: George Hodgson, Gary McMullin,

Rich Teilborg

<u>United Airlines:</u> Glenn Morse, Chris Osterman, Peggy

United Parcel Service: Jonathan Bonds

distribution September 22, 2017

Subject

Special Port Authority/FAA/Aircraft Operators Meeting on Proposed Noise Abatement Procedure Concepts for the 14 CFR Part 150 Studies at TEB, EWR, JFK, and LGA

Adeel Yousuf opened the meeting at 10:03 A.M. EDT and introduced Chris Sequeira to commence the presentation. Chris Sequeira performed a roll call of all airlines and FAA participants on the webinar, then gave a brief overview of the 14 CFR Part 150 Process. He explained that the purpose of the meeting was to solicit initial feedback on the flyability of proposed noise abatement procedure concepts. Chris then introduced HMMH to present proposed noise abatement procedure concepts for Newark Liberty International Airport (EWR) and Teterboro Airport (TEB).

EWR PROPOSED NOISE ABATEMENT PROCEDURE CONCEPT

EWR Offset Approach to Runway 22L

Rhea Gundry introduced this proposed concept, which is intended to reduce incompatible land uses within the Ironbound area of Newark, NJ. She noted that the FAA has determined that this concept may be feasible to implement. Glenn Morse (United Airlines) indicated that a procedure similar to this was proposed for EWR many years ago. He emphasized the importance of determining where aircraft must be aligned with the Runway 22L extended centerline. Tim Middleton indicated that the proposed concept is for an RNAV1 GPS2 approach, and that the point of alignment would depend on the aircraft type. Glenn replied that absent a specific design, United Airlines aircraft must be aligned with a runway extended centerline by at least two miles before touchdown.

Gary McMullin (Southwest Airlines) emphasized Glenn Morse's (United Airlines) statements and also noted that an RNAV GPS approach could not be used for the proposed concept because it would not allow for an aircraft to align with the runway extended centerline so close to touchdown. Joe Bertapelle (JetBlue) asked Gary when Southwest Airlines aircraft must be aligned with the runway. Gary replied that the requirement depends on the procedure design; he also stated that RNP3 approaches allow for turns on short final with a prescribed glide path angle, whereas RNAV GPS approaches do not. Gary indicated that a manual alignment with the runway on short final would be inappropriate. Larry Hills (FedEx) agreed, stating that an RNAV GPS approach like the proposed concept would not meet FedEx's safety criteria.

Joe Bertapelle (JetBlue) asked the other aircraft operators whether they could use RNP approaches. Glenn Morse (United Airlines) indicated his willingness to meet with the FAA and other operators to determine a flyable design. Tim Middleton noted that the Port Authority will summarize the airline responses and determine a way to meet specifically on this proposed noise abatement procedure concept.

TEB PROPOSED NOISE ABATEMENT PROCEDURE CONCEPT

TEB Runway 24 Night Departure Procedure

Bob Mentzer introduced this proposed concept, which is intended to reduce aircraft noise exposure in residential areas off the end of TEB Runway 24. The procedure would be conventional and would involve a turn to a 230 degree heading, climb to 1500 feet, and then a turn to a 280 degree heading. He indicated that the use of this concept would require the implementation of the "EWR Offset Approach to Runway 22L" concept, in order to achieve required separation between TEB and EWR operations. Gary McMullin (Southwest Airlines) raised concerns about the interaction of this proposed concept with EWR Runway 22L/22R missed approaches. Bob Mentzer responded that he does not believe there will be a negative

¹ RNAV: Area Navigation.

² GPS: Global Positioning System.

³ RNP: Required Navigation Performance.

interaction. He stated that the proposed procedure concept achieves the necessary 15 degrees of separation.

JFK PROPOSED NOISE ABATEMENT PROCEDURE CONCEPTS

1. Adopt ICAO⁴ NADP1⁵ Measures

Chris Sequeira introduced this proposed concept and stated that ICAO NADP1 is also known as the "close-in" NADP. Rob Goldman (Delta Air Lines) offered his support of this concept, stating that it could be beneficial from a noise and an operational standpoint. Glenn Morse (United Airlines) emphasized that implementation would be voluntary and would not be standardized across aircraft operators and aircraft types. He recommended that New York TRACON6 (N90) be engaged to offer feedback on how implementation of this proposed concept would affect air traffic management. Wes Googe (American Airlines) agreed, noting that heavier aircraft in particular may have NADP1 climb profiles that present air traffic management challenges.

2. Reduce Runway 31L Intersection Departures at Night

Chris Sequeira explained that implementation of this proposed concept may increase the distance between departing aircraft and the neighborhood of Howard Beach, in Queens. He then noted that the intersection of Runway 31L and Taxiway KD was used as a starting point for Runway 31L departures in the noise modeling for JFK 14 CFR Part 150 Study. Glenn Morse (United Airlines) replied that departure procedures must support the reduction in intersection departures; if an aircraft uses the full length of Runway 31L but still overflies the same locations, noise reduction may be less than anticipated. Later in the meeting, Phil Santos (FedEx) indicated that modeling of a reduction in intersection departures must consider how aircraft would be reconfigured for using the full length of the runway. Wes Googe (American Airlines) agreed, noting that use of full runway length opens up opportunities for greater loading or lower departure thrust, which could result in the aircraft using additional runway length for its takeoff roll; potentially reducing the noise benefits of this proposed concept.

3. Increase Altitudes of Arrivals to Runways 22L and 22R at Night

Chris Sequeira explained that this proposed concept is not expected to reduce noise within the DNL 65 contour and thus could not be approved within the auspices of 14 CFR Part 150, but may be investigated outside of 14 CFR Part 150 for reduction of noise outside of the DNL 65 contour. He indicated that the proposed concept was submitted to the Port Authority by the FAA. Wes Googe (American Airlines) stated that the procedure must be evaluated to determine whether aircraft can fly the vertical profile. He also asked how the lateral track of the procedure varies from what is typically flown for nighttime arrivals to Runways 22L and 22R. Larry Hills (FedEx) agreed, stating that the flight path angle is a key piece of information. Larry noted that flight path angles greater than 3 degrees will be difficult to fly. Wes Googe stated that flight path angles may be a topic of discussion with the procedure designer. He also indicated

that heavier aircraft may need more room to descend, and that newer aircraft with greater efficiency also can have challenges descending with specified flight path angles.

4. Turn Nighttime Runway 22L/R Departures to Heading 240

Chris Sequeira indicated that this proposed concept may allow Runway 22L and 22R departures to gain more altitude before overflying The Rockaways (in Queens) and also to overfly land use with lower population density. He indicated that this proposed concept was sent to the Port Authority by the FAA. Joe Bertapelle (JetBlue) asked how population density under the proposed flight path might change over time. Steve Alverson responded that it is possible for the population density to change in the future. Glenn Morse (United Airlines) noted that development in The Rockaways is continuing to happen. The proposed flight path overflies a school in The Rockaways, which is assumed to be inactive during nighttime hours.

5. Implement Proposed "Tighten SKORR" Departure Procedure

Chris Sequeira explained that this proposed concept is intended to increase the distance between Howard Beach (in Queens) and aircraft departing JFK Runways 31L and 31R. He noted that the draft procedure concept was sent to the Port Authority by the FAA. Larry Hills (FedEx) indicated that the procedure appears to reduce track miles, and thus the ability to meet crossing restrictions (implemented for air traffic management purposes) must be analyzed. Gary McMullin (Southwest Airlines) noted that the expected lateral track must be analyzed, because the notional flight path line shown in the presentation file does not represent a flyable track. He indicated that even an RF7 turn could not begin until after the aircraft passes 500 feet of altitude, and thus aircraft would not be turning left before the end of the runway. Glenn Morse noted that aircraft flying conventional departures could turn before reaching the end of the runway, and emphasized that the benefits of this proposed concept would not be realized if aircraft turn after passing the runway end. Gary McMullin responded that Southwest Airlines still employs RNAV technology with conventional departures; thus, Southwest Airlines departures do not turn before passing the runway end even when flying conventional procedures. He also pointed out the high likelihood that heavy aircraft would pass the runway end before gaining enough altitude to make a turn, regardless of procedure design Gary McMullin also stated that any proposed procedure for Runway 31L and 31R departures must ensure separation from air traffic to the west of JFK.

LGA PROPOSED NOISE ABATEMENT PROCEDURE CONCEPTS

 Modify NTHNS and GLDMN RNAV Departures to Reduce Impacts to Flushing (in Queens)

Chris Sequeira indicated that this proposed concept was provided to the Port Authority by the FAA and is intended to reduce overflights of Flushing by aircraft flying NTHNS and GLDMN departures. Wes



⁴ ICAO: International Civil Aviation Organization.

⁵ NADP: Noise Abatement Departure Procedure.

⁶ TRACON: Terminal Radar Approach Control.

⁷ RF: Radius-to-Fix.

Googe (American Airlines) stated that Airbus A321 aircraft currently have challenges meeting departure altitude restrictions on the existing NTHNS and GLDMN procedures during the summer months, and that the proposed FAA concept would make meeting these restrictions even more difficult. He noted that aircraft that cannot fly the specified procedure would be forced to use a different procedure. Chris Osterman (United Airlines) indicated that Boeing 737-700, -800, and -900 aircraft types have the same challenge. Gary McMullin (Southwest Airlines) agreed, then noted that Southwest Airlines 737-800 aircraft also experience this issue. Rob Goldman (Delta Air Lines) indicated that it is very difficult for aircraft to meet the climb gradient even with the existing NTHNS and GLDMN procedures.

2. Do Not Use TNNIS Between 10 P.M. and 7 A.M.

Chris Sequeira explained that N90, when reviewing this proposed concept, indicated that nighttime use of TNNIS cannot be eliminated. Chris noted that for noise analysis, "nighttime" is defined as 10:00 P.M. to 6:59:59 A.M. For screening purposes, the ESA Study Team is analyzing whether a 10 percent reduction of TNNIS at night may provide noise benefits worth pursuing further. Glenn Morse (United Airlines) asked whether the FAA's environmental review of TNNIS before implementation assumed any use of TNNIS at night. He recommended that the ESA Study Team engage N90 to characterize what motivates the nighttime use of TNNIS. Gary McMullin (Southwest Airlines) asked about the level of existing TNNIS nighttime use. Glenn Morse responded that TNNIS use in general is driven by the use of JFK ILS arrivals to Runways 22L and 22R. Rob Goldman (Delta Air Lines) agreed that TNNIS enables the use of JFK ILS Runway 22L and 22R arrivals; if those cannot be used, aircraft arriving to these runways are limited to using the VOR approaches. He asked how much demand is on JFK Runways 22L and 22R at night. Glenn Morse indicated that he doesn't believe aircraft operators would be opposed to a reduction of TNNIS usage if the operational impacts are minimal. Rob Goldman pointed out that there is a dependency on which aircraft operators can accept an offset VOR approach to JFK.

3. Adopt ICAO NADP1 Measures

Chris Sequeira indicated that this proposed concept is similar to what is being proposed for JFK. He asked whether any participants had comments specific to a potential implementation of NADP1 at LGA. Glenn Morse (United Airlines) responded that an analysis of NADP1 departures from Runway 13 is critical, given the challenges of meeting existing crossing altitude restrictions when departing from this runway.

4. Implement Proposed RNAV Overlay of LDA-A® Offset Approach to Runway 22 to Reduce Impacts to Clason Point (in The Bronx)

Chris Sequeira indicated that the LDA-A approach to Runway 22 is a conventional approach that keeps aircraft to the east of Clason Point, a neighborhood in The Bronx that is on the LGA Runway 22 extended centerline. He noted that FAA suggested an RNAV version of this approach to the Port Authority that may have different weather minimums, enabling a reduction of Clason Point overflights by arriving aircraft. Gary McMullin (Southwest Airlines) indicated that it is very difficult to fly offset approaches.

5

Glenn Morse (United Airlines) asked about the weather minimums for the existing LDA-A approach, and Gary McMullin replied that the existing procedure is considered a circling approach, with associated weather minimums (which vary by aircraft category). Glenn Morse replied that he does not believe N90 uses the approach down to these minimums; N90 likely assigns ILS approaches well before those minimums are reached. Gary McMullin stated that the LGA RNAV RNP Z approach has minimums of 380 feet. Larry Hills (FedEx) echoed Gary McMullin's concerns about implementing offset approaches.

5. Implement Proposed RNAV Approach to LGA Runway 13

Chris Sequeira indicated that this approach was implemented on a temporary basis by the FAA in March 2017, and that the FAA is in the process of determining whether to make the procedure available on a permanent basis. Gary McMullin (Southwest Airlines) reiterated the challenges of offset RNAV GPS approaches. Glenn Morse (United Airlines) indicated that he was unsure whether this particular proposed concept was coordinated with aircraft operators before being implemented by the FAA. He noted that the airline industry is willing to collaborate toward the implementation of procedures that are safer, more flyable, and more environmentally friendly. Gary McMullin agreed.

6. Increase Use of Heading 055 for LGA Runway 4 Departures

Chris Sequeira indicated that this proposed concept is to increase the use of the existing 055 heading in the LaGuardia Five conventional departure procedure chart, which avoids overflying Clason Point (in The Bronx). Chris pointed out that three primary headings were observed in radar data of LGA Runway 4 departures. Steve Alverson noted that Clason Point is exposed to noise levels of DNL 65 and higher, and that implementing procedures to avoid Clason Point may reduce the number of residences that are exposed to these noise levels. Gary McMullin (Southwest Airlines) recommended that the Port Authority have a discussion with LGA Airport Traffic Control Tower (ATCT) to understand what drives the choice of headings. He stated that LGA ATCT may be using the three headings observed in radar data to enable a higher frequency of departures from Runway 4. Steve Alverson indicated that the centerline and westbound headings would not be eliminated in this proposed concept; instead, the percent use would be more heavily weighted toward the 055 heading. Gary McMullin emphasized that this is ultimately a LGA ATCT decision. Rob Goldman (Delta Air Lines) indicated that the 055 heading was used more often in the past; the reduction in use today may be related to air traffic separation needs. Rob stated that Delta Air Lines aircraft would be able to accept a heading of 055. Phil Santos (FedEx) encouraged the exploration of whether the selection of headings was driven by the use of different airspace departure gates by aircraft with different destinations.

NEXT STEPS

The Port Authority thanked all participants for their feedback. Tim Middleton indicated that notes on the EWR proposed offset arrival concept will be assembled and distributed; he also noted that he will try to assemble a future meeting as well as further discussions with N90 and EWR ATCT on the proposed concepts. Kelly stated that all feedback will be summarized and distributed to the participants on the conference call. She indicated that under the auspices of 14 CFR Part 150, the Port Authority may wish to recommend noise abatement procedures as part of the Noise Compatibility Program (NCP) for a given airport. If the FAA approves a recommended noise abatement procedure, the procedure would go through



⁸ LDA: Localizer-type Directional Aid.

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additional FAA processes for development. These FAA processes would include aircraft operator engagement. Steve Alverson agreed, and also invited the aircraft operators to attend the Technical Advisory Committee (TAC) meetings for the Studies, where several operators already participate. Phil Santos (FedEx) expressed his concern about how communities will respond to the proposed concepts if they are not portrayed realistically; not all proposed concepts presented today are flyable. Kelly Mitchell responded that the proposed concepts seen today have been communicated to the TAC and are on the project website, but the Port Authority repeatedly communicates that the concepts are only proposed drafts.

ADJOURN

The meeting was adjourned at 11:28 A.M. EDT.



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2600 Capitol Avenue Suite 200 Sacramento, CA 95816 916.564.4500 phone 916.564.4501 fax

meeting

11:00 A.M. EDT

Tim Middleton, Kelly

Mitchell, Adeel Yousuf

www.esassoc.com

meeting notes

project PANYNJ JFK and LGA 14 CFR Part 150 Studies

meeting October 6, 2017

present PA: Tim Middleton, Kelly Mitchell, Ralph Tamburro, route to

Adeel Yousuf

ESA: Steve Alverson, Mike Arnold, Chris Sequeira HMMH: Mary Ellen Eagan, Bob Mentzer, Gene

Reindel

<u>FAA:</u> Maria Aviles, Andrew Brooks, Lindsay Butler, Suki Gill, Angela Guzman, Steve Kapsalis, Joey Medders, Steve McClain, Kathy Moclair-Shea, Mike

Porcello, David Sanchez

distribution XXXX

Subject

Special Port Authority/FAA Discussion on Flyability of Proposed Noise Abatement Procedure

Kelly Mitchell and Adeel Yousuf (Port Authority) opened the meeting and invited the FAA to discuss aircraft operator reactions to the Newark Liberty International Airport (EWR), Teterboro Airport (TEB), John F. Kennedy International Airport (JFK), and LaGuardia Airport (LGA) 14 CFR Part 150 Study noise abatement procedure concepts presented to operators on September 8, 2017. Andrew Brooks (FAA) indicated that FAA had spoken to some aircraft operators afterward, and that it was clear to FAA that operators were concerned about the concepts presented. He said that he intended to discuss those concerns on this call and recommended that the participants on this call hold a follow-up conversation with aircraft operators at a later date. Andrew also explained that the FAA is willing to work with the Port Authority, so that any noise abatement procedures selected for implementation are published as close as possible to the publication of FAA Records of Approval (ROAs) for the four 14 CFR Part 150 Studies.

Mike Porcello (FAA) stated that the procedures being proposed are no different than other procedures in the National Airspace System (NAS). He indicated that aircraft operator participants on the September 8, 2017 presentation may not have been the people who represent decision-makers in their respective companies. Andrew Brooks (FAA) indicated that aircraft operators consistently raise concerns about the flight procedure development process and about being called upon in public forums to explain their reluctance to fly certain types of procedures. Andrew then asked how operator comments from the September 8, 2017 presentation have influenced the noise modeling process for proposed noise abatement procedures in the 14 CFR Part 150 Studies.

Steve Alverson (ESA) responded that in general, aircraft operators were asking for more procedure design details to react to. He added that some operator comments were similar to comments raised by NY TRACON¹ (N90) (e.g., the constraints placed upon procedure design by the limitations of RNAV² criteria). Steve stated that the ESA Study Team modeled the procedures that had enough detail to support modeling, using information such as draft TARGETS³ files that had been provided by the FAA.

Gene Reindel (HMMH) indicated that aircraft operators said they could fly the proposed EWR offset approach to Runway 22L by using certain "NextGen-type" instrumentation that not all aircraft are equipped with. Mike Porcello (FAA) stated that the intent was to create a visual procedure, with the understanding that an offset approach would need fairly high minimums. Mike added that the Port Authority and the FAA are not asking aircraft operators to fly an offset approach at minimums. He recommended that community affairs staff at aircraft operator companies be engaged for further discussions. Mike also recommended that the proposed EWR offset procedure be modeled and that further exploration occur to determine where the offset should be placed. He reminded the group that the proposed EWR offset procedure, if implemented, would enable the use of the proposed TEB Runway 24 nighttime⁴ noise abatement departure. Gene responded that the proposed EWR offset procedure will not provide benefit to the Ironbound neighborhood in Newark, NJ if the offset is further away than two miles from the Runway 22L landing threshold.

Chris Sequeira (ESA) added that for JFK, the ESA Study Team has decided not to show preliminary modeling results of the proposed "Tighten SKORR" and "Reduce Runway 31L Intersection Departures at Night" concepts due to aircraft operator concerns about the modeling process. Aircraft operators had indicated that aircraft flying RNAV departures cannot turn before passing the runway end. Operators had also commented that aircraft flying the full length of Runway 31L (vs. departing from Taxiway KD) would load their aircraft to make use of the additional runway length, reducing or eliminating potential noise benefits. Mike Porcello (FAA) responded that aircraft flying RNAV departures can turn after passing 400 feet, adding that the vast majority of JFK Runway 31L departures are RNAV departures. Chris replied that the Port Authority's ANOMS' data indicate that many RNAV departures from Runway 31L are currently turning left before passing the runway end.

Mike Porcello (FAA) recommended that a test of "Tighten SKORR" be implemented in order to determine what flight tracks would result from the proposed procedure. Joey Medders (FAA) asked about the length of such a test, with various options such as 90 days or 6 months. Mike Porcello indicated that if a test were to be implemented, it would be best executed at opportune times (i.e., outside of busy departure periods). He indicated that buy-in from aircraft operators would have to be obtained. Andrew Brooks (FAA) indicated that a test, if implemented, would run beyond the JFK Noise Compatibility Program (NCP) schedule. Andrew said that the draft JFK NCP Report is due to the FAA in May 2018. Tim Middleton (Port Authority) expressed concern that a test of the procedure may delay the NCP Report and recommended that such a test would be better executed after the ROA. Andrew Brooks suggested that the topic of "Tighten SKORR" modeling methodology may not be resolved on this call.

¹ TRACON: Terminal Radar Approach Control.

² RNAV: Area Navigation.

³ TARGETS: Terminal Area Route Generation and Traffic Simulation software

⁴ Nighttime: 10:00 P.M. to 6:59:59 A.M. Davtime: 7:00 A.M. to 9:59:59 P.M.

⁵ ANOMS: Airport Noise and Operations Management System.

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Andrew Brooks (FAA) stated that aircraft operators have told FAA, "nothing is off the table, but the devil is in the details." He stressed that utilization rates must be determined for some of the proposed noise abatement procedures. Andrew mentioned the EWR offset arrival procedure as an example, indicating that a 100 percent utilization rate concerns aircraft operators, but a 75 percent utilization rate may allow for aircraft that cannot fly the procedure. Tim Middleton (Port Authority) replied that the EWR Study Team is looking at multiple scenarios that may provide even a small amount of benefit to the Ironbound neighborhood. Gene Reindel (HMMH) agreed, stating that the EWR Study Team is looking at potential benefits of different offset distances for the EWR offset procedure. Gene added that feasible NCP strategies are typically implemented well after a 14 CFR Part 150 Study ROA, though the Port Authority and the Study Teams appreciate FAA's efforts to accelerate the review/approval schedule for the 14 CFR Part 150 Studies. He stated that the purpose of an NCP is to illustrate benefits that could be possible. Steve Alverson (ESA) raised the concern of modeling noise abatement procedures that the aircraft operators later disagree with in public forums, while Mike Arnold (ESA) warned against portraying potential benefits that may not materialize. Andrew Brooks (FAA) replied that the goal is to keep lines of communication open between stakeholders in the NCP process. Specific to "Tighten SKORR," Andrew recommended that it may be better to focus on other proposed noise abatement procedures with potential benefits for the time being.

Tim Middleton (Port Authority) raised the proposed Runway 24 nighttime noise abatement departure for TEB. He asked if that proposed procedure is still dependent upon the implementation of the EWR offset approach. Andrew Brooks (FAA) replied that the dependency still exists. Mike Porcello (FAA) recommended a continued focus on "Tighten SKORR." He also indicated that the proposed procedure that would turn JFK Runway 22L/R nighttime departures to heading 240 requires the implementation of the proposed procedure that would increase the altitudes of nighttime JFK Runway 22L/R arrivals. Mike reminded the group that FedEx expressed concerns about the descent angle that the Runway 22L/R arrival may require, while adding that in N90's view, the descent angle is flyable. Mike indicated that the proposed "Tighten SKORR" procedure would deliver benefits during both daytime and nighttime, in contrast with the proposed procedure that would turn JFK Runway 22L/R nighttime departures to heading 240

Mike Porcello (FAA) then asked about the modeling results of the proposed procedure revising the NTHNS and GLDMN RNAV departures from LGA Runway 13. He added that aircraft operator concerns about the procedure's climb gradient were due to a misperception. Chris Sequeira (ESA) replied that the ESA Study Team modeled an early draft of the procedure from March 2017, and that much of the noise benefit may be outside the DNL⁶ 65 contour. Mike stated that the NTHNS and GLDMN Runway 13 departures would continue to be refined, to increase the probability that departing aircraft remain over Flushing Meadows Corona Park.

Mike Porcello (FAA) commented on the proposed implementation of ICAO⁷ NADP1.⁸ He stated that if this proposal were to be carried forward, N90 would need to know the times of operation and the speeds of aircraft flying such a departure. Andrew Brooks (FAA) replied that if ICAO NADP1 is recommended

in an NCP Report, N90 would be engaged by other FAA employees prior to FAA deciding whether to approve such a strategy.

Andrew Brooks (FAA) asked whether the group would be available for a follow-up conversation with aircraft operators in the next few weeks, to discuss the operator concerns raised on September 8, 2017. Mike Porcello (FAA) replied that dates outside of the October 18 – 20 and October 24 – 26 windows would be best for N90. Kelly Mitchell (Port Authority) recommended November for the follow-up conversation. Adeel Yousuf (Port Authority) added that the conversation should be a webinar meeting rather than an in-person meeting and should potentially be scheduled on a Friday, to maximize attendance. Andrew requested a list of contact information for operators that participated in the September 8, 2017 call. Steve Alverson (ESA) thanked Mike for N90's support in the 14 CFR Part 150 Studies, while Andrew reiterated that the FAA's goal is to review and issue approvals of any recommended noise abatement procedures during the NCP process.

The meeting was adjourned at noon EDT.



⁶ DNL: Day-Night Average Sound Level.

⁷ ICAO: International Civil Aviation Organization.

⁸ NADP1: Noise Abatement Departure Procedure (NADP) that may provide benefit to neighborhoods close to an airport

Newark Liberty International Airport Noise Compatibility Program



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www.esassoc.com

Kelly Mitchell, Adeel

Yousuf, Tim Middleton

meeting notes

ect PANYNJ EWR, TEB, JFK, and LGA 14 CFR Part

150 Studies

meeting November 3, 2017 meeting 11:00 A.M. EDT

present PA: Tim Middleton, Kelly Mitchell, Ralph Tamburro, route to

Adeel Yousuf

<u>FAA:</u> Maria Aviles, Andrew Brooks, Lindsay Butler, John DePhillips, Suki Gill, Angela Guzman, Steve

Kapsalis, Steve McClain, Joey Medders, Gary Nielsen, Mike Porcello, David Sanchez, David Swanson

ESA: Steve Alverson, Chris Sequeira
HMMH: Rhea Gundry, Gene Reindel, Dominic

Scarano

American Airlines: Wes Googe, Brian Townsend

Delta Air Lines: Chip Beall

FedEx: Larry Hills

JetBlue: Joe Bertapelle, Joe DeVito

Southwest Airlines: George Hodgson, Gary McMullin,

Rich Teilborg

United Airlines: Glenn Morse, Ron Renk, William

Pattersor

United Parcel Service: Jonathan Bonds

distribution November 20, 2017

date

Special Port Authority/FAA/Aircraft Operators Meeting on Specific Proposed Noise Abatement Procedure Concepts for the 14 CFR Part 150 Studies at TEB, EWR, JFK, and LGA

Andrew Brooks (FAA) opened the teleconference at 11:03 A.M. EDT and thanked participants for joining. He indicated that the purpose of the teleconference is to discuss additional technical details of several specific noise abatement procedures that were initially presented to aircraft operators on September 8, 2017 for the Teterboro (TEB), Newark Liberty International Airport (EWR), John F. Kennedy International Airport (JFK), and LaGuardia Airport (LGA) 14 CFR Part 150 Studies. He then invited all participants to introduce themselves.

EWR PROPOSED NOISE ABATEMENT PROCEDURE CONCEPT

EWR Offset Approach to Runway 22L

Tim Middleton (Port Authority) briefly introduced HMMH as the prime consultant for the TEB and EWR 14 CFR Part 150 Studies. Rhea Gundry (HMMH) explained that the proposed EWR offset approach to Runway 22L is intended to direct nighttime¹ arrivals from the north to the east of, rather than over, the Ironbound community in Newark, NJ. She explained that all details of the procedure do not have to be resolved by the close of the EWR Noise Compatibility Program (NCP) development process, however, the Port Authority and HMMH are interested in continuing the conversation about what procedure design concepts may be feasible. Rhea summarized operator feedback from the September 8th conference call. Specifically, that most operators recommended an RNAV² (RNP³) approach, and that a visual approach would require aircraft to be aligned with the runway before reaching the Ironbound community. She stated that the offset approach must intercept the Runway 22L approach course within one nautical mile of the runway end in order to provide a noise benefit to the community. Rhea added that the Port Authority would still be interested in the offset approach even if the offset must be farther away from the runway end, because an offset approach to EWR Runway 22L will enable the possibility of a noise abatement departure from TEB Runway 24.

Tim Middleton (Port Authority) stated that the Port Authority and the HMMH Study Team will be looking at modeling different offset distances from the runway end. The goal is to propose a procedure with the offset located between 0.5 and 4.26 nautical miles from the runway end. He added that the draft concept given to the Port Authority was provided by Kevin Thompson at the FAA and intended to be a "first rough cut" draft. Gary McMullin (Southwest Airlines) asked how many degrees were in the offset. Rhea Gundry (HMMH) responded that the offset is 12 degrees from the runway centerline. Ron Renk (United Airlines) indicated that United Airlines would like to see a procedure with lateral and vertical guidance, since the procedure will be used at night at the end of long flights and long pilot working hours. The other aircraft operators on the call agreed with United Airlines' recommendation.

Mike Porcello (FAA) indicated that there are other approaches and departures in the National Airspace System that look similar to the noise abatement concepts that the Port Authority is considering for the 14 CFR Part 150 Studies. He added that the intention of the process is to determine notional designs and involve operators in order to develop flyable procedures. He recommended that the group look at noise abatement procedures in other regions to see how they are utilized, with the understanding that many of those procedures are visual procedures. Glenn Morse (United Airlines) asked when FAA Flight Standards (AFS) expects pilots to align with the runway when flying an instrument approach in visual conditions. He added that there is no requirement to fly an offset approach to the runway threshold if the pilot identifies the runway end at a farther distance. Gary McMullin (Southwest Airlines) agreed, adding that most pilots will break from the instrument approach and align with the runway once it is in sight. In that situation, there is no longer any vertical or lateral guidance provided. Tim Middleton (Port Authority) stated that an RNP approach may be a solution. Dave Swanson (FAA) stated his understanding that the

¹ Daytime: 7:00 A.M. to 9:59:59 P.M. Nighttime: 10:00 P.M. to 6:59:59 A.M.

² RNAV: Area Navigation

³ RNP: Required Navigation Performance

proposed EWR 22L offset approach concept is designed to TERPS⁴ criteria and thus should be flyable. He added that even if a waiver is required, AFS would ensure that a waivered procedure meets an equivalent level of safety. Dave indicated that he understands that not every operator or aircraft type can fly every kind of procedure; the proposed concept is a potential solution, but is not perfect for all stakeholders, and there may be no other alternatives for abating noise to a community that is one nautical mile from the runway end.

One commenter stated that the offset approach concept is a starting point for future work, and Mike Porcello (FAA) agreed. Tim Middleton (Port Authority) expressed the group sentiment that lateral and vertical guidance must be provided until the aircraft aligns with the runway, and indicated that there may be multiple ways of doing this. He stated that there should be an effort to determine what types of procedure designs will provide such guidance, then use one of those procedure designs as a final modeling assumption. Tim also added that there is an understanding that the modeling assumption may not be the same as a final procedure design. Mike Porcello (FAA) asked Ralph Tamburro (Port Authority) if GBAS⁵ technology could provide suitable procedure concepts in the long term. Ralph replied in the affirmative. Ron Renk (United Airlines) indicated that a GLS⁶ approach with an RNP feed could provide an offset close to the airport. Tim Middleton reiterated that the current goal is to determine a procedure concept for modeling purposes, with the understanding that a finalized procedure may be different after further development work. Gene Reindel (HMMH) indicated that the question to be answered is, what can be done with an offset approach, so that the noise modeling can show the potential benefit for documentation purposes? Joey Medders (FAA) agreed with this process.

Andrew Brooks (FAA) asked if the design of the EWR Runway 22 offset approach has ramifications for the proposed TEB Runway 24 noise abatement departure concept. Tim Middleton (Port Authority) stated that the answer to that question has not been determined. Mike Porcello (FAA) suggested that protection of the TEB departure concept should be a design parameter for the EWR Runway 22L offset approach. Joey Medders (FAA) asked about the timeline for development of the EWR noise abatement concept, and Andrew Brooks replied that the timeline has not been established yet and took an action item to get an answer. Tim Middleton stated that there is a TEB Technical Advisory Committee (TAC) meeting next week, and the Port Authority may be able to provide a general timeline after the meeting. He took an action item to investigate.

JFK PROPOSED NOISE ABATEMENT PROCEDURE CONCEPTS

Kelly Mitchell (Port Authority) introduced the JFK 14 CFR Part 150 Study and stated that today's discussion builds on the discussion from September 8, 2017. She indicated that only a subset of procedures from September 8th will be discussed on today's call. Kelly thanked FAA Flight Standards and other FAA flight procedure staff for attending the call.

1. Reduce Runway 31L Intersection Departures at Night

Chris Sequeira (ESA) briefly described the proposed strategy, which is intended to increase the distance between aircraft and the Howard Beach and Hamilton Beach neighborhoods at night. He explained that in calendar year 2014, 25% of all nighttime departures at JFK departed from the intersection of Runway 31L and Taxiway KD. Brian Townsend (American Airlines) asked if the goal is to reduce noise or to eliminate noise, and if the proposed strategy has buy-in from the communities. Chris replied that the goal is to reduce noise over the neighborhoods, specifically by reducing the number of dwelling units and population within the DNL7 65 contour. Kelly Mitchell (Port Authority) added that the foremost goal is to reduce the contour size, which is required by 14 CFR Part 150 for recommended noise abatement procedures, and then the benefits will accrue to the community. Steve Alverson (ESA) agreed that the objective is to reduce the size of the DNL 65 contour, which may reduce the cost of a potential sound insulation program. He added that the key question for the proposed strategy is how aircraft operators may respond to the additional runway length made available when aircraft are directed to use the full length of Runway 31L rather than an intersection for departures. Steve indicated that the preference is that operators do not reconfigure their aircraft, thus maximizing potential noise benefit, but also added that airline economics may motivate operators to use different departure configurations under the scenario of the proposed strategy.

Joe Bertapelle (JetBlue) replied that configuration changes cannot easily be determined in advance because a pilot's Flight Management System (FMS) dictates how the aircraft is configured. He added that a discussion would have to be held with aircraft operator engineering teams. Ron Renk (United Airlines) stated that the aircraft operators' goal is to maximize revenue, but there are agreements with engine leasing companies that dictate standards of engine care; these agreements favor the use of reduced-thrust takeoffs. Thus there is a potential that engine takeoff thrust would be lower if the proposed strategy were implemented. Larry Hills (FedEx) pointed out that the Port Authority does not currently recommend a specific Noise Abatement Departure Procedure (NADP) for aircraft operators to utilize, and added that FedEx could easily accommodate a Port Authority-recommended NADP. Chris Sequeira (ESA) stated that the ESA Study Team has analyzed the potential noise effects of the conceptual NADP1 and NADP2 profiles described in the Integrated Noise Model (INM) User Guide; the analysis results can be found on the Port Authority website.

Chris Sequeira (ESA) stated the understanding that fine details needed for determining the impacts of this proposed strategy may not be worked out during the NCP process. Kelly Mitchell (Port Authority) expressed the understanding that the details of configuration changes would need further discussion with the FAA and the airlines. Andrew Brooks (FAA) suggested the modeling assumption that aircraft departing from the full length of the runway would not reconfigure their aircraft for the additional length. He added that from a 14 CFR Part 150 perspective, this assumption would be reasonable for NCP modeling, rather than determining further details at this point. Chris replied that the ESA Study Team has



⁴ TERPS: Terminal Instrument Procedures

⁵ GBAS: Ground-Based Augmentation System.

⁶ GLS: GBAS Landing System.

⁷ DNL: Day-Night Average Sound Level.

performed preliminary modeling using this assumption, but the modeling result appears to be an upper bound (i.e., may overstate the noise reduction benefits), based on the discussion that aircraft operators are likely to reconfigure their aircraft for the additional runway length. Mike Porcello (FAA) recommended that a live test be held for several months, coordinated with JFK Airport Traffic Control Tower (ATCT). Andrew Brooks replied that the NCP schedule must be considered during any efforts to obtain further technical details. Steve Alverson (ESA) stated that the Port Authority would be very hesitant to include an overly-optimistic assumption in an NCP as it could reduce the number of potentially eligible dwelling units, if the Port Authority were to pursue sound insulation. Andrew Brooks suggested that there are factors that should likely be discussed in a smaller group, and also stated that the Port Authority has discretion to pursue this strategy or not pursue it, either during this NCP or in a future NCP update.

2. Implement Proposed "Tighten SKORR" Departure Procedure

Chris Sequeira (ESA) presented the proposed concept, which involves moving the "SKORR" waypoint so that aircraft may gain increased distance from the Howard Beach and Hamilton Beach communities. He explained that the vast majority of Runway 31L departures today are RNAV departures, and that there is a wide variation in locations where aircraft turn left after departing Runway 31L. Mike Porcello (FAA) recommended that an operator evaluate the concept using flight simulation. Gary McMullin (Southwest Airlines) asked if the proposed procedure passed TARGETS RNAV criteria checks, to which Mike replied no. Mike added that there is a conventional procedure design that may work, but that the FAA would be reluctant to design and implement new conventional procedures. Gary observed that the proposed procedure may not be flyable and recommended a face-to-face discussion to refine the design. He added that flights currently turning early may turn later with the proposed procedure, increasing noise levels rather than decreasing them. A commenter stated that a "VA9" \rightarrow DF10" RNAV coding might work; Gary McMullin added that a "VI11" \rightarrow CF12" coding would increase noise levels rather than decreasing them.

Steve McClain (FAA) asked if reducing intersection departures and using the existing SKORR procedure would lead to earlier turns. Gary McMullin (Southwest Airlines) replied that aircraft may actually turn later under this scenario, depending on how operators reconfigure their aircraft. He added that at Southwest Airlines, takeoff thrust settings are held until passing approximately 1,000 feet of altitude above ground level (AGL). Mike Porcello agreed, while indicating that nighttime departures are often performed by heavier aircraft. A commenter stated that aircraft observed on radar to turn farther away from the airport may already be using the full length of Runway 31L. Steve Alverson (ESA) expressed the understanding that earlier turns are compatible with the aircraft operators' goal of reducing track miles for their operations. He asked if there was a procedure design other than the proposed concept that could help implement this goal. A commenter responded that there is no easy way to turn earlier, as aircraft following RNAV departures must pass through 400 feet AGL before turning. Gary McMullin added that a thrust reduction would add to the distance needed before an aircraft passes 400 feet.

Joe DeVito (JetBlue) asked how an elimination of intersection departures may affect airport throughput. Ralph Tamburro (Port Authority) stated that when JFK is using a multiple-runway configuration, intersection departures would be used. He clarified that a discussion of full-length takeoffs from Runway 31L is focused on nighttime hours, adding that JFK ATCT will often use full-length departures at night if the full runway length is available.

Joe DeVito (JetBlue) asked about the usage hours for the proposed "Tighten SKORR" concept. Chris Sequeira (ESA) replied that it would be used during daytime and nighttime hours, replacing the existing SKORR departure. Joe DeVito (JetBlue) asked about the implications for airport throughput. Ralph Tamburro (Port Authority) replied that departures would still be released from an intersection if JFK is using a multiple-runway configuration. Steve Alverson (ESA) indicated that there may be an additional benefit from combining the "Tighten SKORR" concept with a reduction of intersection departures at nighttime; this combination is not being suggested for daytime use. Joe DeVito (JetBlue) expressed his concern that departure throughput not be impacted during the summertime, especially in situations of thunderstorms. Steve Alverson agreed. Ralph Tamburro stated that if the Port Authority's airports are backed up, noise abatement procedures typically will not be used.

Joe DeVito (JetBlue) asked if an aircraft FMS would allow the use of an intersection departure profile even if the aircraft is using the full length of Runway 31L. The response was that any parameters regarding power settings and obstacle clearance would have to be evaluated through individual aircraft operator systems. Gary McMullin (Southwest) agreed, indicating that operator performance engineering staff would have to be engaged. He added that it is difficult for the pilot to override an FMS, because all aircraft performance numbers then change. The typical choices are, either use reduced thrust based on FMS parameters, or use a full-thrust departure. Mike Porcello (NYTRAOCN) asked what pilots do if a portion of the runway is NOTAMed¹³ as unavailable. An aircraft operator responded that if the FMS were to be directed to use a shorter runway length when departing the full length of Runway 31L, operator performance engineering staff would have to enter the required data into the performance management system. Chip Beall (Delta) stated that most Delta pilots departing from JFK will load intersection departure performance requirements because they represent worst-case runway length requirements; if the pilots are then directed by JFK ATCT to use a full-length takeoff, the pilots will keep the intersection departure requirements rather than changing the FMS parameters during the aircraft taxi operation.

NEXT STEPS

Andrew Brooks (FAA) indicated that the FAA will reach out to the Port Authority to discuss next steps. Mike Porcello (FAA) indicated that the LGA noise abatement procedure concepts are still being developed, including the offset approach to LGA Runway 22. He recommended that a future group discussion focus on these concepts. Mike added that a LGA Runway 4 departure avoiding overflight of Clason Point (in The Bronx) may be implemented using conventional procedures. He also stated that the concept of increasing altitudes of JFK Runway 22L/22R arrivals at night is being advanced outside of the 14 CFR Part 150 process; the FAA will engage operators in the future about flyability.



⁸ TARGETS: Terminal Area Route Generation and Traffic Simulation software.

⁹ VA: Maintain heading until reaching a specified altitude.

¹⁰ DF: Fly directly to a specified navigational fix.

¹¹ VI: Maintain heading until intercepting a given heading to the next RNAV leg.

¹² CF: Fly a specified course to a specified fix.

¹³ NOTAM: Notice to airmen.

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ACTION ITEM

Andrew Brooks took an action item to get back to Joey Medders on the timeframe for developing the EWR Runway 22L Offset Approach. Tim Middleton took an action item to investigate the potential TEB noise abatement departure development schedule after the upcoming TEB TAC meeting.

ADJOURN

The meeting was adjourned at 12:30 P.M. EDT.



2



Federal Aviation Administration

Eastern Service Center Operations Support Group

Date: February 22, 2018

Meeting Minutes

Subject: Telcon on Proposed New & Amended Arrival Procedures at Teterboro Airport

Participants: Timothy Middleton, Port Authority

Adeel Yousuf, Port Authority Gabriel Andino, Teterboro Airport Bob Mentzer, HMMH Mary Ellen Eagan, HMMH

Eugene Reindel, HMMH Dominic Scarano, HMMH

Andrew Brooks, FAA, ARP, Environmental Program Manager

Lindsay Butler, FAA, ARP

Lee Kyker, FAA, OSG, Environmental Specialist

Joey Medders, FAA, OSG, North Team Lead

Durre Cowan, FAA, OSG David Sanchez, FAA

- LKyker (FAA) discussed the purpose of the telcon, which is to share information between AT & Port Authority as it relates to the ongoing FAA environmental study of the four proposed arrival procedures at TEB & the TEB Part 150 study. Also, to obtain input from the Port Authority Part 150 team as to the impact of the proposed TEB project on the Part 150, solicit input into development of a community outreach plan, and discuss next steps.
- 2. FAA's noise modeling results & noise modeling methodology associated with the four arrival procedures was discussed. HMMH discussed noise modeling they conducted for the draft development of the Port Authority TEB Part 150 Noise Compatibility Program (NCP). LKyker requested input from the Port Authority as to whether FAA's noise modeling & assumptions created any concern or raised questions/comment. The noise methodology used in FAA's noise screening associated with the proposed project (four TEB arrival procedures), based on AT's planned operational use, did not raise any issues from either Port Authority

- or HMMH staff. HMMH asked and FAA confirmed that the RNAV to Runway 24 is an overlay and assumes the same usage compared to the baseline. Participants represented (Port Authority, the Port Authority's Part 150 consultant (HMMH), and FAA's Airport Division) provided their opinion that the plan to move forward with the TEB arrival procedures would not negatively impact the Part 150 study being conducted.
- 3. LKyker discussed AT's next steps now that noise screening has been completed. FAA representatives from various lines of business (Regional Administrator AEA-1, AT NY District, N90, TEB ATCT, NYAPIO, Airports Division, Public Affairs, Legal, AT OSG, etc) will next develop a community outreach plan which will be forwarded to FAA senior leadership. Senior leadership will review the proposed TEB project, which includes a proposed community outreach plan, and will provide direction for moving forward. LKvker discussed the fact that some community outreach has already been conducted to date and requested input/comment as to any additional outreach needed & input as to the focus of that outreach. The January 3, 2018 letter to the FAA Regional Administrator from TANAAC expressing support of the development of the RWY 19 RNAV (GPS) offset and request for quarterly FAA project updates was mentioned. LKyker requested input from meeting participants, particularly as it relates to the area beneath the RWY 19 RNAV (GPS) offset from Paramus south (because it does not receive overflights today), as to "what level, how, to whom, and upcoming opportunities" to conduct outreach. It was mentioned that some communities around Paramus are not a part of TANAAC. LKyker requested support in identifying the proper officials/representatives from this area.
- 4. T. Middleton to provide LKyker with recommended list of communities and elected/community officials in which to target outreach for the RWY 19 RNAV (GPS) offset. LKyker also discussed the fact that since this particular procedure was for noise purposes, FAA should not be considered the proponent of the RWY 19 RNAV (GPS) procedure. In addition, FAA funding to conduct community outreach is very limited. FAA would assist in providing information related to the noise impacts of the proponent(s) procedure for a meeting that the proponent of this procedure set up. It was mentioned that the Port Authority's TEB Airport Manager (Renee Spann) could assist here.
- 5. Input/recommendations were also solicited from the Port Authority regarding any additional outreach for the three other FAA proposed procedures (beyond what has already been conducted to date or listed as under consideration for future outreach elements. See page 7 of FAA project briefing memo.) TMiddleton expressed concern in the messaging to ensure communities that would not be impacted by the proposed project did not perceive an impact simply due to notification of the new project. He also suggested that consideration be given to conducting outreach "by town" to target the affected communities that may not be a part of TANAAC. He requested all FAA outreach plans for TEB be coordinated in advance with the Port Authority.



3

- 6. Discussion ensued as to what was currently within the Part 150 NCP for TEB. The draft Part 150 NCP does contain a recommendation for the development of a RWY 19 offset arrival procedure for the purpose of reducing noise. No mitigation measures for this proposed RWY 19 offset arrival procedure were developed for Part 150 purposes because the proposed RWY 19 offset arrival procedure is not expected to create a noise impact within the 65 DNL contour. Other noise mitigation measures affecting other runways were briefly discussed.
- A TANAAC meeting is scheduled for April 25th, 2018. This meeting would provide an opportunity to provide a status update on this project to TANAAC.
- 8. TMiddleton & Andrew Brooks provided a status update on the TEB Part 150 study. A TAC meeting is tentatively scheduled for late May, early June. At that time, an update on these TEB arrival procedures could be provided. The draft NCP is expected to be released in late summer/early Sept of this year. The final NCP is expected to be released in March 2019. A 180 day FAA review would follow with an approved NCP by early fall 2019. If for some reason the Part 150 was not approved in advance of the proposed publication date for the TEB procedures, FAA Airports indicated that the procedures could continue to move forward & this could be handled with a documented explanation. There is a publication date for three of the TEB procedures which is subject to completion of the environmental process. A publication date has not yet been established for the TEB RWY 19 RNAV (GPS) offset.

Prepared by: Lee Kyker, Operations Support Group, Eastern Service Center, AJV-E21





Appendix E.4

Project Newsletters



Newark Liberty International Airport Noise Compatibility Program





Newark Liberty International Airport Title 14 of the Code of Federal Regulations (14 CFR Part 150) **Airport Noise Compatibility and Planning Study**

> Winter 2017 Newsletter #4

STUDY UPDATE

The Port Authority of New York and New Jersey (PANYNJ), in cooperation with a Study Team and Technical Advisory Committee (TAC), has spent much of the last year and a half collecting and analyzing the data needed to develop a Noise Exposure Map (NEM) for Newark Liberty International Airport (EWR). The Draft NEM was officially made available for public review and comment for 30 days starting on October 18, 2016 through November 18, 2016. All comments received during this time will be reviewed and responded to in the NEM report. PANYNJ expects to submit the Final NEM to the Federal Aviation Administration (FAA) early next year for acceptance that it was prepared in accordance with 14 CFR Part 150 requirements.

The EWR Part 150 Study is transitioning to the development of a Noise Compatibility Program (NCP). The goal of the NCP is to reduce noise levels so that they are compatible with surrounding land uses, particularly those areas exposed to Day-Night Average Sound Levels (DNL) 65 and greater from EWR aircraft operations. The first priority will be to determine possible noise abatement strategies that have the potential to reduce noise exposure in noise-sensitive areas. Provided below are the strategies that the Part 150 regulation requires to be evaluated during the NCP phase of the project.

NOISE ABATEMENT STRATEGIES

- Noise abatement flight tracks
- · Preferential runway use
- Arrival/departure procedures
- · Airport layout modifications · Noise barriers
- Runup enclosures
- · Use restrictions

LAND USE STRATEGIES

- · Mitigation land use acquisition
- · Sound insulation · Avigation easements
- · Prevention land use controls
- Building codes
- · Comprehensive plans
- · Real estate disclosures

PROGRAMMATIC STRATEGIES

- Implementation tools (rules. regulations, ordinances, etc.)
- · Promotion, education, signage, etc.
- Reporting
- NEM updating
- NCP revision

The PANYNJ expects to submit the NCP to the FAA for review and approval in 2018. TAC and public involvement will continue to be an important part of this study. Please visit the project web site at http://panynjpart150.com/EWR homepage.asp for the most recent project information.



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

- The project website (http://panynipart150.com/EWR_homepage.asp) is updated regularly with project documents, meeting announcements, and other general information about the study. Register here to join the mailing list and receive project updates.
- To make comments, give feedback, or ask questions, please call us at (212) 435-3777 or email us at NJPart150@panynj.gov.
- To file an aircraft noise complaint, please call the noise complaint hotline at 1-800-225-1071.

THE PORT AUTHORITY OF NY & NJ

http://panynjpart150.com/EWR_homepage.asp

212-435-3777

NJPart150@panynj.gov

PUBLIC WORKSHOP RECAP

Public workshops for the EWR Part 150 Study were held on Tuesday, October 25th at the Hilton Newark Penn Station in Newark and on Thursday, October 27th at the Kean University STEM Building in Union: both workshops were held from 6 p.m. to 9 p.m. and presented identical information

The purpose of the workshops included:

- Present the NFM
- · Provide the public with an opportunity to ask questions of the Study Team
- Provide the public with an opportunity to review the draft NEM
- Request each attendee to provide comments to the PANYNJ and the Study Team on the draft NEM

The workshops were conducted in an "open-house" format and consisted of seven stations that attendees could rotate through at their leisure. Five of the stations consisted of presentation boards providing an overview of the Part 150 Study process; the land use data collection process and land use map; the noise modeling process and inputs; and the NEM map depicting the 65 to 75 DNL noise contours and surrounding land uses. Two of the stations also had interactive components

At one, station attendees were able to type their address on a website and see where their home was located in relation to the 65 to 75 DNL contours. At the other, attendees could view the PANYNJ's Flight Tracking and Noise Information System (WebTrak). Members of the Study Team and PANYNJ staff were available to answer questions and listen to feedback. All materials displayed at the public workshops are available for review and can be downloaded via the project website at http://panynjpart150.com/EWR PIW.asp.

More than 40 people attended the two workshops, with attendees representing neighborhoods within the City of Newark

- · Weequahic Park
- · The Ironbound
- Forest Hill

As well as the communities of:

- Westfield
- Fanwood Millburn
- Harrison
- Flizaheth
- Bayonne

Attendees could submit feedback in writing on comment forms provided at the workshops or via email to NJPART150@ panynj.gov



Gene Reindel. (HMMH Study Team) speaks to William lolzapfel from the City Elizabeth about the EWR Part 150 Study on October 27th

All comments received by the close of the official comment period on November 18th will be considered by the PANYNJ and Study Team and will be reviewed and responded to in the NEM report submitted to the FAA for acceptance. Comments and questions on the Part 150 Study process via the project email address are welcome to be submitted for the duration of the Study.



Representatives from the Weequahic Park Sports Authority and the Ironbound Super Neighborhood Council review the NEM document at the October 25th workshop.



Members of the public complete comment forms at the October 27th workshop.

THE PORT AUTHORITY OF NY & NJ

http://panynjpart150.com/EWR_homepage.asp

212-435-3777

NJPart150@panynj.gov





Newark Liberty International Airport Title 14 of the Code of Federal Regulations (14 CFR Part 150) **Airport Noise Compatibility and Planning Study**

> Summer 2017 Newsletter #5

REVISED DRAFT NOISE EXPOSURE MAP REPORT

While preparing the final Newark Liberty International Airport (EWR) Noise Exposure Map (NEM) documentation, inconsistencies with modeling inputs were found including runway utilization, Runway 22L and 22R aircraft departure locations and land use designations. These inconsistencies have been corrected and Revised Draft NEM Reports for 2016 and 2021 have been prepared; additional incompatible land uses within the 65 Day-Night Sound Level (DNL) contour for 2016 and 2021 have been identified. The Draft NEM Report (October 2016) along with documentation of the changes, including Revised Draft 2016 and 2021 NEMs, are available for public review and comment until 5 p.m. on July 26, 2017 at the following locations below:

The Port Authority of NY & NJ Newark Liberty International Airport 5 Washington Street Building One - Port Authority Administrative Offices 1 Conrad Rd (EWR Airport) Newark, NJ 07114 Hours: 9:30 am to 4:30 pm (M-F)

The Newark Public Library Newark, NJ 07101 Hours: 9:30 am to 4:30 pm (M-F) The Elizabeth Public Library 11 South Broad Street Elizabeth New Jersey 07202 Hours: 9:30 am to 4:30 pm (M-F)

In addition, the Revised Draft NEM Report along with all appendices may be accessed online at: http://panynipart150.com/EWR_DNEM. asp. All comments on the Revised Draft NEM Documentation should be sent to: The Port Authority of NY & NJ, Aviation Department, Attn: Noise Office - NJ Part 150 Studies, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007. Comments may also be emailed to NJPART150@panynj.gov.

The Port Authority of NY & NJ (the Port Authority) will use the official NEMs to develop a Noise Compatibility Program (NCP). The goal of the NCP phase is to evaluate potential land use, noise abatement, noise mitigation and programmatic strategies to improve land use compatibility with EWR aircraft operations, specifically those areas exposed to DNL 65 decibels (dB) and greater due to EWR aircraft

STAY CONNECTED

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

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



THE PORT AUTHORITY OF NY & NJ

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NJPart150@panynj.gov

NCP DEVELOPMENT: **NOISE ABATEMENT STRATEGIES**

Over the last several months, the Port Authority along with the Technical Advisory Committee (TAC) has been evaluating a number of proposed strategies for modifying aircraft operations at EWR to reduce aircraft noise; these strategies were received from the TAC, members of the public and the FAA and include arrival/departure procedures and noise abatement flight paths. The Port Authority and members of the Study Team have been coordinating with representatives of the New York Terminal Radar Approach Control (TRACON) to discuss which proposed strategies may be feasible to implement as part of the NCP. Strategies that may be feasible to implement will be refined for noise modeling in the NCP phase to determine the extent to which their implementation would change the DNL 65, 70, and 75 dB contours surrounding EWR. Noise modeling results for some of the noise abatement strategies will be presented at the next TAC meeting in September 2017.



INTRODUCTION TO PROGRAMMATIC STRATEGIES

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

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

LAND USE STRATEGIES

14 CFR Part 150 requires the analysis of land use strategies which include mitigation and prevention measures, both of which are essential to obtaining and maintaining compatible land uses

Noise mitigation measures are intended to mitigate or correct for existing incompatible land uses. Potential measures to be considered include

- · Property acquisition
- Sound insulation
- · Avigation easements

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

- · Require real estate disclosures
- · Modify land use zoning
- · Develop land use zoning overlays

- · Amend State of New Jersey building codes
- Prepare cooperative land use agreements
- · Participate in community planners forums
- · Distribute noise and land use mitigation information to community groups

Meetings were conducted with the following jurisdictions to introduce potential land use/noise mitigation strategies

- East Newark
- Flizabeth Essex County
- Harrison
- Hudson County
- Kearny Linden
- Lyndhurst Newark
- New Jersey Sports and Exposition Authority
- North Arlington
- Union County

THE PORT AUTHORITY OF NY & NJ

http://panynjpart150.com/EWR_homepage.asp

212-435-3777

NJPart150@panynj.gov







Newark Liberty International Airport Title 14 of the Code of Federal Regulations (14 CFR Part 150) **Airport Noise Compatibility and Planning Study**

NOISE EXPOSURE MAP (NEM) UPDATE

Winter 2017/2018

The Summer 2017 newsletter for the 14 CFR Part 150 Study at Newark Liberty International Airport (EWR) announced that a revised draft 2016 Noise Exposure Map (NEM) document was available for public review and comment. Based on comments received during this time from the public and the EWR Part 150 Technical Advisory Committee (TAC) members, the Port Authority and Project Team completed a thorough review of the existing condition (2016) and forecast condition (2021) aircraft operations. This review resulted in the Port Authority deciding to not submit the 2016 NEM document to the Federal Aviation Administration (FAA), and rather prepare a 2019 NEM document with 2019 and 2024 aircraft operations representing the existing and forecast conditions, respectively. It should be noted that the Port Authority is also continuing with the development of the Noise Compatibility Program (NCP).

The Project Team has determined that 2016 actual operations at EWR were not consistent with the aircraft operations included in the 2016 NEM document. Possible reasons for this difference include:

- In April 2016, the FAA announced that EWR would change from a Level 3 slot controlled airport, to a Level 2 schedule facilitated airport; this change took effect on October 30, 2016. The removal of slots at the airport means that airport flight scheduling is now done through coordinated planning between the FAA and the airlines, as opposed to the airlines being provided a fixed number of slots per hour or day at the airport. The announcement of this change resulted in immediate robust growth which outpaced the predictions in the Port Authority aviation
- EWR experienced less flight cancellations in 2016 than in any previous year.
- · General Aviation activity increased.

To take into account the operational changes at EWR, the Port Authority is currently in the process of preparing aviation forecasts for 2019 (NEM existing conditions) and 2024 (NEM 5-year forecast condition). The new aviation forecast for EWR will be based on 12 months of flight track and aircraft identification data for the period October 1, 2016 through September 30, 2017, as well as the FAA 2017 Preliminary EWR Terminal Area Forecast (TAF). The Port Authority expects the forecasting process and NEM preparations to be completed within the original study schedule, with the Draft 2019 NEM document and the NCP being released in the Fall 2018.

Members of the public will have the opportunity to review and comment on the 2019 NEM document and NCP at a public workshop, tentatively scheduled for September 2018. More information about the workshop will be posted on the project website (http://panynjpart150.com/EWR_ homepage.asp) and in subsequent newsletters. If you have any questions or comments about the 2019 and 2024 NEM Update, please contact the Port Authority at the email address and telephone number listed below.

STAY CONNECTED

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

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



THE PORT AUTHORITY OF NY & NJ

http://panynjpart150.com/EWR_homepage.asp

212-435-3777

NJPart150@panynj.gov





Newark Liberty International Airport Noise Compatibility Program

Appendix E.5

Newspaper Legal Ads and Articles



Newark Liberty International Airport Noise Compatibility Program



THE COVID-19 PANDEMIC COMMUTING

Survey: More expect to return to offices

Majority of workers say they feel safe using buses, trains to get to work.

Larry Higgs For The Star-Ledger

NJ Transit's latest passenger survey results said more people expect to return to the workplace and a majority of those surveyed said they consider buses and trains a safe way to make the commute.

way to make the commute.

In fact, those who responded said they'd feel safer from the coronavirus on a transit vehicle than aboard an air-

plane. The agency's fourth survey, conducted in June, received 46,000 responses, a little less than the 50,000 people who responded to a December 2020 survey. Results were released Tuesday. However this survey was conducted before the delta variant of the coronavirus

conducted before the delta variant of the coronavirus began spreading. Of those who responded, 49% of those who commute to jobs in New York expected to return to their workplace in September. Of those surveyed, 67% of New York rail commuters and \$1% of bus commuters expect to be working on a

Of those surveyed, 67% of New York rail commut-ers and 51% of bus commuters expect to be working on a hybrid schedule split between the office and home. Those who expect to return to the workplace five days a week were 46% of New York bus commuters and 29% of rail rid-ers, the survey said. A minority of 5% and lower expect to continue working remotely. That could change since some employers have pushed to 2022, a recopening dates to October and in some cases to 2022, a resident of the control of the composition of the position of the properties of the control of the control of the position of the control of the position of the position of the position of the properties of the control of the position of the

back office reopening dates to October and in some cases to 2022, according to a CNB2 poll of employers done in early august.

For commuters traveling to and from Jobs in New Jersey, expectations were higher that commuters would be back in the workplace sooner with 46% of North Jersey In-state bus commuters and 62% of South Jersey bus riders saying they expected to return in June.

Of those commuters, the majority, 72% in North Jersey and 86% in South Jersey said their employers' plans called for them to be in the workplace five days a week with the south Jersey and 86% in South Jersey said their employers' plans called for them to be in the workplace five days a week New Jersey Illine of the workplace five days a week with the south Jersey Illine of the workplace five days a week with the south of the south of the south Jersey Illine of the south Jersey Illine of the workplace five days a week week the same that the south of the south of the south Jersey Illine of the Jersey Illine of the Jersey Illine of the Jersey Illine of Jersey Jersey Illine of Jersey Illine of Jersey Jersey Jersey Illine of Jersey Je

office.

South Jersey bus riders gave transit use the highest ranking at 77%, followed by Access Link passengers at 73% and North Jersey bus riders at 79%. The lowest ranking were 68% of light rail riders who considered transit to be safe, followed by 68% of rail and New York bus com-

But when it came to how clean N.I Transit buses, trains But when it came to how clean NJ Transit buses, trains and light rail equipment was, riders on all three gave the agency higher marks than in December. On a scale of 1 to 1, rail raiders gave trains the highest grade of 3.7, followed by bus and light rail that tied at 6.8. While riders gave their fellow passengers an average grade of 90% compliance with mask wearing regulations in June, some of those grades fell from last December 9.6 to 95%. Light rail passengers continued to be ranked the lowest with 89% obeying mask regulations. Officials said questions about mask compliance would be tightened up in the next survey to account for relaxing

The Port Authority of New York & New Jersey
NOTICE OF AVAILABILITY –
DRAFT NOISE COMPATIBILITY PROGRAM and
NOTICE OF VIRTUAL PUBLIC INFORMATION WORKSHOP
AND PUBLIC HEARING
Title 14 of the Code of Federal Regulations Part 150

itle 14 of the Code of Federal Regulations Part 15 (14 CFR Part 150) Airport Noise Compatibility Planning Study for Newark Liberty International Airport As part of an on-going Airport Noise Compatibility Planning Study (Part 150 Study), the Port Authority of New York and New Jersey (Port Authority) has completed the Part 150 for Newson Liberty International Airport (EVIN), Notice hereby is given that the Draft EVIR NCP document is available online at: http://parsynjapart150.com/ EVIR, DNCP asi

P. asp, Norn September 1, 2021 to October 15, 2021.

ments on the Draft EWR NCP should be sent to: The Port Authority of New
Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New
2007, Alter Ayo Clanipelau. In addition, comments may be emailed to
105canyin Jap. All comments must be postmarked by October 15, 2021

tion and an opportunity to comment on the Draft EWR NCP will be provided ablic through one Virtual Public Information Workshop and one Virtual Public

VIRTUAL PUBLIC INFORMATION WORKSHOP AND PUBLIC HEARING ON THE DRAFT NCP

Virtual Public DATE: Thursday, October 7, 20 TIME: 5:00 P.M. – 6:30 P.M.

DATE: Thursday, October 7, 2021 TIME: 7:00 P.M. - 9:00 P.M.



In an NJ Transit passenger survey, more people said they expect to return to the workplace this month, and most said they consider buses and trains safe. Star-Ledger file

outdoor mask rules.
Officials attributed it to some confusion over federal regulations that lifted mask wearing requirements in outdoor transit facilities. NJ Transit was the first regional agency to let riders take off masks in outdoor facilities in mid-June, following federal guidance that relaxed the rules.

Passengers still have to wear masks inside aircraft, trains, buses and light rail vehicles until Jan. 18 under an

trains, ouses aim dignit rail venices until dail. I some rail extension of federal regulations announced last month. This survey was more forward looking than one in December, which also looked at who was taking trains and buses to and from work. The next COVID travel survey could be conducted in October or November, offi-

ATTENTION ELIZABETH RESIDENTS NO GARBAGE WILL BE PICKED UP LABOR DAY

MONDAY, SEPTEMBER 6, 2021 GARBAGE CURBSIDE PICKUP WILL BE COLLECTED IN ALL WARDS ON TUESDAY, SEPTEMBER 7, 2021

JOHN F. PAPETTI, JR. DIRECTOR PUBLIC WO



Noment, NJ
niversity Hospital will no longer advertise RFP's on an individual
siss. All RFP's and information related to RFP's in process for Unirisity Hospital Supply Chain Management are now available and
sted on the University Supply Chain Management website https://doi.org/purchweb/. The following RFP(s) are the new poston the University Hospital Supply Chain Management website NDUM # 1 to RFP # UH-P22-007 EMS A/R MANAGE SERVICES.

Respondents are required to comply with the requirements of N.J.S.A. 10:5-31 et. Seq. P.L. – 1975, c.127. (NJAC 17:27)

Robert Sharbaugh Acting Executive Director Supply Chain Management 9/1/2021

The Port Authority of New York & New Jersey NOTICE OF AVAILABILITY – DRAFT NOISE COMPATIBILITY PROGRAM and NOTICE OF VIRTUAL PUBLIC INFORMATION WORKSHOP and PUBLIC HEARING.

Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150)
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on-going Airport Noise Compatibility Planning Study (Part 150 rity of New York & New Jersey (Port Authority) has completed th ibility Program (NCP) pursuant to the requirements of 14 CFR P

Peru Autoria y of New York & New aweny (Port Authority) has completed to East the Compatibility Prepare (ICP) pressured to Receptioned of 14 GPs of Testing of Part 15 Freehood Parity (TES). Notice levery is given that the 1-feet Testing of Testing of

VIRTUAL PUBLIC INFORMATION WORKSHOP AND PUBLIC HEARING ON THE DRAFT NCP

Virtual Public Information Workshop DATE: Thursday, September 30, 2021 TIME: 5:00 P.M. – 6:30 P.M.

ation for the TEB Workshop and Hearing:

FORMAT: The Virtual Public Information Workshop and the Virtual Public Hearing will be conducted online via the Zoom platform and will be recorded for record keep-

ing jumposes. ANAWACE REGISTRATION REQUIRED: Advance registration is required to obtain workshop and hearing log-in information and for all who wish to make or all comments during the virtual Public Hearing. (If you do not have internat coses and with to part Stickets and the property of the to receive workshop and hearing access information. The Public Hearing will close only after all registered speakers have had the opportunity to speak.

only after all registered spectates have had the opportunity to speak. CONTENT. The visit public information visitoriate yeal begin with a presentation that will recite with the presentation regarding the 14 CPR Part 100 process and details on the visit of the part 100 process and details on the Draft EVR Not Part 100 process and details on the Draft EVR Not Part 100 process and details are with the Project Team. During the Public hearing, the police is will have an opportunity with the Project Team. During the Public hearing, the police will have an opportunity by a temporagative and confidence of the first and ordinated in the First MCP documents. Each peaker will be granted the same time limit to opposit, which will be 1 to 3 minutes, depending on the number of oppositer registered at the teast of the hearing.

The Public Information Workshop presentation will be available on October 5, 2021 on the project website http://panynipart150.com/EWR_DNCP.asp.

not ween mup-inparting in the contractive North Assp.

The (written and oral) along with responses developed by the Port Authorincluded in the Final EWR NCP and will be considered by the Federal Immistration (FAA) in their decision-making process on the Port Authority-ded measures contained in the Final EWR NCP.

Spanish, Portuguese, and American Sign Language interpretation services are avail-ble for the Public Information Workshop and Hearing upon advance request. To nake arrangements for such services, contact the Port Authority Noise Office at JPART150@panyni.gov or at (212) 435-3777 no later than September 30, 2021.

or more information about the EWR Part 150 study, please visit the project website: http://www.panynipart150.com/EWR homegage.asp

formation and an opportunity to comment on the Draft TEB NCP will be provided to e public through one Virtual Public Information Workshop and one Virtual Public

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after all registered speakers have had the opportunity to speak.

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he Public Information Workshop presentation will be available on Sept 021 on the project website http://panynjpart150.com/TEB_DNCP.asp.

access to the internet.

Spanish, Korean and American Sign Language interpretation services are available for the workshop and hearing upon advance request. To make arrangements for susservices, contact the PANYNJ Noise Office at NJPART150@panynj.gov or at (21:435-3777 no later than September 23, 2021.

more information about the TEB Part 150 study please visit the project:://www.panynjpart150.com/TEB_homepage.asp

POLITICS

Christie to speak on the future of the GOP

Matt Arco For The Star-Ledger

Nearly a decade after a woman tearfully begged then-Gov. Chris Christie to run for president after a speech he gave at the Ronald Reagan Presidential Library, Chris-tie is set to return to the same stage to address fellow

Republicans.
Christie is slated to speak at the institute's Time for Chossing Speaker Series about "critical questions facing the future of the Republican Party," according to a news release from the Ronald Reagan Presidential Foundation

n. The event will be on Sept. 9 in Simi Vallev. California. Christie was less than two years into his first term when he gave his first speech at the library. At the time, speculation was rampant he would launch a presidential campaign

tial campaign.

During the question and answer portion of the speech in 2011, Christie was asked about whether he would run,

in 2011, Christie was asked about whether he would run, with one questioner pleading with him to say "yes."

"It's extraordinarily flattering but by the same token, that heartfelt message you gave me is not a reason for me to do it." Christie responded at the time. "That reason has to reside inside me."

He ultimately decided against running in that cam-

He ultimately decided against running in that cam-paign and ran an unsuccessful White House bid in 2016. He's often mentioned as a possible 2024 contender. The former governor has another book coming out in November titled "Republican Rescue: Saving the Party from Truth Deniers, Conspiracy Theorists, and the Dan-gerous Policies of Joe Biden." It's part of a two-book deal with Threscheld Editions. with Threshold Editions.



Requirements:

Have a reliable vehicle

Have valid drivers license and proof of insurance

 3-4 hours daily • 7 days per week

Call 1-800-515-8000 or visit us at http://pcfcorp.com/career/route-opportunities/

Provide us with your name, phone number and city or area you would like to deliver. We will forward the information to our Independent Distributors and the will be in contact with you ASAP.



BOROUGH OF CARTERET ORDINANCE #21-14

LEASE ORDINANCE STATEMENT AND SUMMARY

LEASE ORDINANCE STATEMENT AND SUMMARY

The lease ordinance, the summary terms of which are included herein, has been finally adopted by the governing body of the Borough of of the Borough of the Boroug

AN ORDINANCE OF THE BOROUGH OF CARTESTER, IN THE COUNTY OF MIDDLESEX, STATE OF RISE MESSEY, APPOINTER AND ATTIMISED THE ENTERING AND AUTHORIZING THE ENTERING INTO, EXECUTION AND DELIVERY OF A LESSE AND AGREEMENT WITH HEMDLESSEX COUNTY IMPROVEMENT AUTHORITY BELATING TO THE SISJANCE OF COUNTY-CAUGHANTEED CAPITAL EQUIPMENT AND IMPROVEMENT REVENUE BOROS, SERSE 2021 OF THE MIDDLESEX COUNTY IMPROVEMENT AUTHORITY

Lease police vehicles (described in Exhibit A belo from and approve the entering into of a lease agre ment with the Middlesex County Improvement A thority

Appropriation: \$250,000

thorized: N/A (Bonds will be issued by the Middlesex County Improvement Authority to finance the acqui-sition of the police vehicles.)

Grant Appropriated: None Section 20 Costs: N/A

N/A (Lease term is 5 years)

Carmela Pogorzelski, Municipal Clerk

Curteret borougn		
Project	Est. Cost	Useful Life
EIVE YEAR PROJECTS Loan None Subtotal	\$0.00 \$0.00	5 Years
Lease Police Vehicles Subtotal	\$250,000.00 \$250,000.00	5 Years
Five Year Projects Subtotal: Loan Total: Lease Total: Total Borrowing:	\$250,000.00 \$0.00 \$250,000.00 \$250,000.00	ī
09/01/2021		\$225.40



The Port Authority of New York & New Jersey
NOTICE OF AVAILABILITY –
DRAFT NOISE COMPATIBILITY POORAM and
NOTICE OF VIRTUAL PUBLIC INFORMATION WORKSHOP
and PUBLIC HEARING
Title 14 of the Code of Federal Regulations Part 150
(14 CFR Part 150)
Airport Noise Compatibility Planning Study
for Telerboro Airport

no T reterboro Airport

As part of an on-going Airport Nane Compatibility Planning Study (Part 15

Biolog). The Port Audio Airport Nane Compatibility Planning Study (Part 15

Biolog). The Port Airport Nane Compatibility Program (NCP) part of the Compatibility Program (NCP) are compatible to the Compatibility Program (NCP). Notice hereby authenments of 14 CFR Part 150 for Teterboro Airport (TEB). Notice hereby given that the Port TEB NCP document is available online at http://parnyipjart150.com/TEB_DNCP.asp from September 1, 2021 to Cotchet 15, 2021.

Written comments on the Draft TEB NCP should be sent to: The Port Authority of New York & New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Alth. Ayo Olanipskun, In addition, comments may be emailed to N_IPART 150/@panynij.gov. All comments must be postmarked by October 15, 2021.

VIRTUAL PUBLIC INFORMATION WORKSHOP AND PUBLIC HEARING ON THE DRAFT NCP information and an opportunity to comment on the Draft TEB NCP will be provided to the public through one Virtual Public Information Workshop and on rinnal Public Hearing.

Virtual Public Hearing: DATE: Thursday, September 30, 2021 TIME: 7:00 P.M. – 9:00 P.M.

Registration for the TEB Workshop and Hearing:

FORMAT: The Virtual Public Information Workshop and the Virtual Public Hearing will be conducted online via the Zoom platform and will be record for record keeping purposes.

nor record leeping purposes.

ADVANCE REGISTRATION REQUIRED-, Advance aggistration is required and account of the property of

reas are opportunity to speak.

CONTENT: The vitted Public Information Workshop will begin with a presentation that will include information regarding the 14 CFR Part 150 process and testion not be addressed in notice absolutement, lade use, and program management measures the processed of the processed in the public will have an opportunity to provide cert accomment in the Draft NCF document. All comments will be recorded by a stemportunity to provide and included in the Frail NCF document. Each speaker will be granted the same time limit to speak, which will be 1 to 3 minutes depending on the number of speakers and controlled in the processed in the processed

istered at the start of the hearing.

All comments further and crall along with responses developed by the PANYN will be included in the final TEB NCP and will be considered by the Pederal Avistion Administration (FAA) in their decision-mixing process on the Port Authority-recommended measures contained in the Final TEB NCP and Port Authority-recommended measures contained in the Final TEB NCP and Port Authority-recommended measures contained in the Final TEB NCP and Port Authority recommended website thistyllapsympiant 90. commTEB_DNCP asp. 28, 2021 on the project website thistyllapsympiant 90. commTEB_DNCP asp.

to not the project website interprinting part to the address provided above, a hard-pop wither nequest to the PANYNJ at the address provided above, a hard-pop, CD-ROM, or flash drive of the Draft TEB NCP document and workshop resentation will be provided for those who specifically indicate that they do no lave a computer or access to the internet.

wave a computer or access to the internet. Spanish, Korean and American Sign Language interpretation services are variable for the workshop and hearing upon advance request. To make ar-angements for such services, contact the PANNNI Noise Office at UPART150@panynj.gov or at (212) 435-3777 no later than September 23, 021.

or more information about the TEB Part 150 study please visit the prebatle at: http://www.panynipart150.com/TEB homepage.asp

The Port Authority of New York & New Jersey
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DRAFT NOISE COMPATIBILITY PROGRAM and
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AND PUBLIC HEARING
Title 14 of the Code of Federal Regulations Part 150
Airport Noise Compatibility Planning Study for
Newark Liberty International Airport

As part of an on-going Airport Noise Compatibility Planning Study (Part Study), the Port Authority of New York and New Jersey (Port Authority) completed the Driet Noise Compatibility Program (NOF) pursuant to the quirements of 14 CFR Part 150 for Newark Liberty International Airport [EV Notice hereby is given that the Draft EVR NCP document is available or at http://parynipart150.com/EWR_DNCP.asp, from September 1, 202 October 15, 202 The Control of th

October 15, 2021.

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Virtual Public Hearing: DATE: Thursday, October 7, 2021 TIME: 7:00 P.M. – 9:00 P.M.

FORMAT: The Virtual Public Information Workshop and the Virtual Hearing will be conducted online via the Zoom platform and will be re for record keeping purposes.

Heating will be conducted online via the Zoom platform and will be recorded for record beeping purposes.

ADVANCE REGISTRATION REQUIRED: Advance registration is required to colonia workshop and heating begin information and for all who wish to make access and wish to participate, preser call the Fort Alphority Noise Office at access and wish to participate, preser call the Fort Alphority Noise Office at 12(2) 435-3777 or originet and to receive workshop and heating access infor-mation. The Public Heating will close only after all registered speakers have had the opportunity to peak.

had the opportunity to speak. CONTIENT: The vital Public Information Workshop will begin with a presen-tation that will include information regarding the 14 CFR Part 150 process and details on notice ablastment. I and use, and program management imeasures questions and engage with the Project Team. During the Public Hearing, the public will have an opportunity to provide or accomments on the Yanth NCP doc-ument. All comments will be recorded by a stenographer and included in the Part INCP documents. Each speaker with be granted the same time limit to registered at the start of the hearing. Seprending on the number of speakers.

All comments (written and oral) along with responses developed by the Authority, will be included in the Final EWR NCP and will be considered b Federal Aviation Administration (FAA) in their decision-making process or Port Authority-recommended measures contained in the Final EWR NCP

presentation will be grovided for those who specifically indicate that they of have a computer or access to the internet.

Spanish, Portuguese, and American Signt anguage interpretation service available for the Public Information Workshop and Hearing upon advance quest. To make arrangements for such services, contact the Port Auth Noise Office at NUPART 150/80 annual or at (212) 435-3777 no later September 30, 250.

For more information about the EWR Part 150 study, please visit the pro-website at: http://www.panynipart150.com/EWR homepage.asp

NJ Division of Mental Health and Addiction Services
Behavioral Health Planten Public Meeting Notice

Behavioral Health Planten Public Meeting Notice

ALSA, 1046-et seq.

LLSA 1046-et seq.

In accordance with the State of Emergency declared in response to

the COVID-19 station, the New Jerrey Community Mental Health Cit
Council will find its regular meeting on Wednesday, September 8th,

was also the Covid-19 state of Emergency Community Mortal Health Cit
Council will find its regular meeting on Wednesday, September 8th,

was via via dec tectoriference through the following

withink.

CSL 9 N D 9 N A D 9 N

PUBLIC NOTICE
TOWNSHIP OF RIVER VALE
NOTICE OF SALE OF REAL PROPERTY
FOR NONPAYMENT OF 2020 TAXES
AND OTHER MUNICIPAL CHARGES

NOTICE IS HEREBY GIVEN THAT I. Ada J. Vassallo, Collector of Taxes of the Township of River Vale in the County of Bergen and Sta Jersey, pursuant to the Statute in such case made and provided, will on Friday, October 1st, 2021

At 10 o'clock in the morning in the Council Chambers of the Municipal Building, located at 406 Rivervale Rd, in said taxing district expose for sale and sell the several tracts and parcels of land hereinafter specified to make the amount chargeable against such lands respectively as of October 1 2021, together with interest to such date and the Cost of Sale.

Industrial Properties may be subject to the Spill Compensation and Control Act (NJSA 58:10-23.11 et seq.), the Water Pollution Control Act (NJSA 58:10-14 seq.) and the Industrial Site Recovery Act (NJSA 13:1K-6 et seq.). In addition, the Municipality is precluded from issuing a tax sale certificate to any prospective purchaser who is or may be in any way connected to the prior owner or operator of the site. IN THE EVENT THE OWNER IS ON ACTIVE DUTY WITH THE MILITARY, THE COLLECTOR SHOULD BE NOTIFIED IMMEDIATELY.

The following is a description of the lands and owner's names as contained in the list on file in my office, together with the total amount of taxes and interest due thereon as computed to October 1, 2021. The names are shown as they appear in the current Tax Duplicate and do not necessarily mean that these parties are the present owners of the properties.

After the first publication of this list, the Collector is authorized to remove names from the list of property offered for sale only upon receipt of cash or certified check. In addition, all prospective bidders at time of sale must pay by cash, certified check, bank check, or at the discretion of the tax reliators.

 NAME
 ADDRESS
 BLOCK/LOT/QUAL
 PRINCIPAL
 INTERES
 COST
 TAX SALE

 HAVENER, RONALD
 114 HOLIDAY LANE
 1301/2/CT114
 \$11,972.10
 \$2,691.52
 \$100.00
 \$14,763.62

 WECK, DANIEL J. & MARY J.
 282 CEDAR LANE
 1705/1
 \$2,681.41
 \$213.17
 \$57.99
 \$2,952.47
 The Record: 9/1/2021 Fee: \$72.00 (40) 0004888449

NOTICE IS HEREIV GIVEN that Ordinance \$920.1-15, was introduced amount of proceed on first reading at a meeting of the floyor & Council, held on August 24. 2021 and ordered published in accordance with the law. Said Ordinancello will be considered for final reading and adoption at a Chambers, at which time all persons interested may appear for or against the passage of said Ordinancels).

A copy of the Ordinance will be posted on the Bulletin Board in the Borough Hall and will be available at the Office of the Borough Clerk. By order of the Mayor and Council.

Gina S. Kim, RMC Municipal Clerk

BOROUGH OF PALISADES PARK BERGEN COUNTY, NEW JERSEY

ORDINANCE #2021-16

AN ORDINANCE AMENDING CHAPTER 36 OF THE CODE OF THE BOROUGH OF PALISADES PARK ENTITLED "FIRE DEPARTMENT".

BOROUGH OF PALISAUES PARK ENTITLED. THE DEPARTMENT.

BE IT ORDAINED, by the Mayor and Council of the Borough of Palisades Park, County of Bergen and State of New Jersey, that those portions of the aforesaid set forth below are hereby amended as follows and that those portions of the Ordinance not set forth below shall remain

the aforesaid set forth below are hereby amended as follows and those portions of the Ordinance not set forth below shall re closed. FIRE DEPARTMENT Article I. Establishment and Organization. Sec. 36-3. Election of Departmental Officers, Company Officers Company Executive Boards.

sec. abe. Bection of Doursemberson.

Company Section Boards.

An officers of the Department shall be a Chief, Deputy Chief and Battalon Chief, To guidify as chief, a freelighter must have completed eleven (11) years of active duty with the Department and served a Battalon Chief, To guidify as chief, a freelighter must have completed news of the Chief. Department and served a served of the Chief of the Chi

foregoing offices. Mominations for the offices hereinabove referred to shall be made at the regular October meeting of each company, and notice of such nonminations shall be made to each member in good standing of the entire Fire Department at least 30 days prior to the election. The ballot offices and shall also contain appropriate blank lines for a write-in vote by the members for each office to be election. The ballot offices and shall also contain appropriate blank lines for a write-in vote by the members for each office to be elected.

[Varended 41-11959 by Ord. No. 21511]

to me members for each orfice to be elected.

The election of all offices hereinfeders emericant shall be held on the Chemeded 41-1955 by Ord. No. 211.

The election of all offices hereinfeders emericant shall be held on the Chemeded 51-1955 by Ord. No. 211.

The election of all offices hereinfeders emericant shall be some the duties of their respective offices commencing on the first day of be determined by the members of the entire fire Department in good standing is the election of Company Offices and Company Executive Company in good standing in the following manner:

(a) The President of each company or association shall, before opening Carpas, the company of the company of the company is good standing in the following manner:

(b) The resident of each company or association shall, before opening carpass the voice and dedare the result. The person receiving the carpass the voice and dedare the result. The person receiving the open the polis arrives or should any impactor fat to be present of association then present shall appoint the impactors when the time to open the polis arrives or should any impactor fat to be present of association then present shall appoint any inspector or impactors. All of immediately water the design of the polis, the impactors shall design the polish of the present of the counted and a statement of the result made and signed by each of the Col. The impactors shall immediately after the voices of after the voices of a feet when the counted and a statement of the result made and signed by each of the

ingestors. A view result move and signed by each of the first of the

Sec. 38.8. Required attendance of fires and drills.

Sec. 38.8. Required attendance of fires and drills.

Uniform the sec. 38. The sec.

any section, sentence or other part of this Ordinance is adjudged constitutional or invalid, such judgment shall not affect, impair, or validate the remainder of this Ordinance, but shall be confirmed in its fect to the section, sentence or other part of this Ordinance directly oolved in the controversy which such judgment shall be rendered.

All Ordinances of the Borough of Palisades Park which are inconsistent with the provisions of this ordinance are hereby repealed to the extent of such inconsistency.

This Ordinance shall take effect immediately upon passage and publication as provided by law.

Attest: Approved:
Gina S. Kim, Borough Clerk
THE RECORD 4885124
Fee: \$119.70
\$EPT. 1,2021

BERGEN COUNTY COMMUNITY DEVELOPMENT FY 2020-2021 CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER)

REPORT (CAPER)
The Consolidated Annual Performance and Evaluation Report (CAPER) Y 2004 of the the federal government and public with the program accomplishments on an annual basis. The report involves the following HUD programs: Community Development Block Partnership (HOMB) and the Emergency Solutions Grant (ESG).

The Bergen County Division of Community Development will provide the public with a draft copy for review from September 1st to September 15, 2021. The report will be available on the following date:

Date: September 1, 2021 Place: Bergen County Division of Community Development One Bergen County Plaza, 4th Floor, Hackensack, New Jersey 07666

If you should have any questions please contact Angela Drakes at (201) 336-7225 or email at adrakes @co.bergen.nj.us

James J. Tedesco III County Executive

Robert G. Esposito Director, Community Develop-ment Steven A. Tanelli Commissioner Chairman The Record Sept 1st 2021 Fee:\$ 22.50 (48) 4886870

NOTICE OF PENDING BOND ORDINANCE 2021-023 AND SUMMARY
The bond ordinance, the summary terms of which are included herein,
was introduced and passed upon time reading at a meeting of the Borview of the produced property of the produced and the produced property of the produced or the produced produced to the Borstate of New Jersey, on August 24, 2021. It, will be further considered
cough Council to be held in the Civic Center, 24 Union Boulevard, Wallweek prior to and on the produced produced to the Produced or the

Appropriation: \$500,000 Bonds/Notes Authorized: \$179,140 Grants (if any) Appropriated: \$311,900 Section 20 Costs: \$100,000 Useful Life: 10 years

Greg Zagaja Deputy Borough Clerk Borough of Wallington County of Bergen State of New Jersey The Record: September 1, 2021 Fee: \$39.60 (44) ad#0004890381

ANTHONY CURETON, STERRIF

OFFICE OF THE

BERGIST COUNTY SHERRIF

SHERRIF'S NOTICE

OF NAW MESSTY

Friday, SEPTEMBER 24, 2021
at one o'clock in the afternoon,
prevailing time to be sold is located
in the municipality of WESTWOOD BOROUGH, in the County
of Bergen and State of New
STREET, WESTWOOD, NO TREET, WESTTAX LOT(3): 1 BLOCK 2106
Nearest Cross Street:

eclared detected.

The officer of the company of the policy of the polic

ANTHONY CURETON, SHERIFF
OFFICE OF THE
BERGIST COUNTY SHERIFF
SHERIFF'S NOTICE
SUPERIOR COUNTY
CHARCESY DIVISION
BERGIST COUNTY
BERGIST COUNTY
BERGIST COUNTY
BERGIST OF SHERIFF
SHORE SHERIFF
CHARCESY DIVISION
BERGIST OF SHERIFF
TO SHERIFF
TO

AL, Civil Action -Writ of Execution
Date:

2nd Floor, Hackensack, NJ 07601, Friday, SEPTEMBER 24, 2021 at one ordork in the afternoon, prevailing time to be sold is located. The property to be sold is located. The property to be sold is located. MOOD, in the County of Bergen and State of New Jersey. Permises commonly known as Permises commonl



8 | NEWS The JERSEY JOURNAL Wednesday, September 1, 2021

www.nj.com/hudson

Afghanistan arc from 9/11 to today: Once hopeful, now sad

BY KATHY GANNON

ASSOCIATED PRESS

KABUL, Afghanistan — It was Nov. 13 , 2001. The sun had just begun to rise over the Hindu Kush Mountains when the Taliban disappeared from Kabul, the battered capital of Afghanistan.

The bodies of foreign Arabs who

had stayed behind were mutilated and bloodied. They had been found and killed by advancing Afghans of another faction who were brought to the city by a blis-tering U.S.-led campaign that drove the Taliban from power.

America was still reeling from the horrific terrorist attacks of two months earlier, when planes

The Port Authority of New York & New Jersey
NOTICE OF AVAILABILITY –
DRAFT NOISE COMPATIBILITY PROGRAM and

NOTICE OF VIRTUAL PUBLIC INFORMATION WORKSHOP AND PUBLIC HEARING Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150) Airport Noise Compatibility Planning Study for Newark Liberty International Airport

As part of an on-going Airport Noise Compatibility Planning Study (Part 150 Study), the For Authority of New York and New Jersey (Port Authority) has completed the Draft Noise Compatibility Program (NCP) pursuant to the requirements of 14 CFR part 150 for Newark Liberty International Airport (EWR), Notice hereby is given that the Draft EWR NCP document is available online at: http://panynipart150.com/ EWR_DNCP.asp, from September 1, 2021 to

Written comments on the Draft EWR NCP should be sent to: The Port Authority of New York & New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Ayo Olanipekun. In addition, comments may be emailed to NJPART150@panyni.gov. All comments must be postmarked by October 15, 2021

VIRTUAL PUBLIC INFORMATION WORKSHOP AND PUBLIC HEARING ON THE DRAFT NCF

information and an opportunity to comment on the Draft EWR NCP will be provided to the public through one Virtual Public Information Workshop and one Virtual Public Hearing

Virtual Public Information Workshop: DATE: Thursday, October 7, 2021 TIME: 5:00 P.M. – 6:30 P.M.

DATE: Thursday, October 7 TIME: 7:00 P.M. – 9:00 P.M.

Registration for the EWR Workshop and Hearing: <u>draftewrncp.eventbrite.com</u>.

FORMAT: The Virtual Public Information Workshop and the Virtual Public Hearing will be conducted online via the Zoom platform and will be recorded for record keeping purposes.

ADVANCE REGISTRATION REQUIRED: Advance registration is required to obtain workshop and hearing log-in information and for all who wish to make oral comments during the virtual Public Hearing. If you do not have internet access and wish to participate, please call the Port Authority Noise Office at (212) 435-3777 to register and to receive workshop and hearing access information. The Public Hearing will close only after all registered speakers have had the opportunity to speak.

CONTENT: The virtual Public Information Workshop will begin with a presentation that will include information regarding the 14 CFR Part 150 process and details on noise abatement, land use, and program management measures recommended in the Draft EWR NCP. Workshop land use, and program management measures recommended in the Draft EWR NCP Workshop attendees will be able to ask questions and engage with the Project Team. During the Public Hearing, the public will have an opportunity to provide oral comments on the Draft NCP document. All comments will be recorded by a stenographer and included in the Final NCP documents. Each speaker will be granted the same time limit to speak, which will be 1 to 3 minutes, depending on the number of speakers registered at the start of the hearing.

The Public Information Workshop presentation will be available on October 5, 2021 on the project website http://panynjpart150.com/EWR_DNCP.asp.

All comments (written and oral) along with responses developed by the Port Authority, will be included in the Final EWR NCP and will be considered by the Federal Aviation Administration (FAA) in their decision-making process on the Port Authority-recommended measures contained in the Final EWR NCP.

Upon written request to the PANYYU at the address provided above, a hardcopy, CD-ROM, flash drive of the Draft EWR NCP document and workshop presentation will be provided those who specifically indicate that they do not have a computer or access to the internet.

Spanish, Portuguese, and American Sign Language interpretation services are available for the Public Information Workshop and Hearing upon advance request. To make arrangements for such services, contact the Port Authority Noise Office at NJPART150@panyni.gov or at (212) 435-3777 no later than September 30, 2021.

For more information about the EWR Part 150 study, please visit the project website http://www.panynjpart150.com/EWR_homepage.asp



TALIBAN FIGHTERS take control and secure the Hamid Karzai International Airport, along with all the equipment and weapons left behind, after the full U.S. military withdrawal from the country, in Kabul, Afghanistan, yesterday.

flown by al-Qaida terrorists crashed into three iconic buildings and a Pennsylvania field, killing nearly 3,000 people. The perpetrators and their leader, Osama bin Laden, were somewhere in Afghanistan, sheltered by the Taliban. The mission: Find him. Bring

him to justice. Right then, Afghanistan — two decades of disorder behind it, two decades more just ahead — was suspended in an in-between moment. Nothing was certain, but much seemed possible. Against that backdrop, Afghans under-stood the mission against bin Laden to mean a chance to secure their future — a future as murky on that day as it is today.

In those post-2001 months and years, they believed in the power of "the foreigners." From hundreds of years ago right up to the jumbled chaos of recent weeks as the United States pulled out of its air base and then the capital, the word "foreigner" has meant many things in the Afghan context, from invaders to would-be colonizers But in November 2001, it meant

"I found the people relieved fresh and full on energy to start anew," says Torek Farhadi, who joined scores of educated and trained Afghan expatriates who returned to their homeland in 2002 after the Taliban were gone. He spoke from Geneva as he watched the Taliban's return to power last month.

The arrival of the U.S.-led coali-

tion weeks after the Sept. 11 at-tacks ended a repressive, religiously radical regime that had more in common with the sixth century than the 21st.

Mullah Mohammad Omar, the reclusive one-eyed leader of the Taliban, had brought the village to the city. The strict edicts he taught at his one-room mud ma-drassa, or religious school, be-came law. Girls were denied edu-cation. Women were confined to their homes or, when in public, inside the all-encompassing burga. Men were told to wear beards. Television was banned, as was all music but religious chants.

When the Taliban fled and the new, post-9/11 leader, Hamid Karzai, entered the sprawling presidential palace, he discovered the Taliban had left their mark. Wall-to-wall hand-painted minia ture murals had been defaced.

The running of the country was handed to Washington's Afghan allies, many of whom had destroyed Kabul with their bitter feuding when they last ruled. Un-der their corruption, the country devolved into a collection of fief doms that enriched local warlords and led to the Taliban's rise.

The Afghan military that would collapse in the wake of Taliban advances in 2021 began existence with its recruits often more loyal to a warlord than the army itself. Training was barely eight weeks for new, generally uneducated men. Building the Afghan army was often likened to repairing an aircraft midflight. So across Afghanistan, quickly

and understandably, it started:

The defeated Taliban began to re-emerge. And it kept getting worse. By 2012, just two years before the U.S. and NATO handed over the operational end of the war to Afghanistan's government, the Afghan army was barely

competent and filled with fighters angry at what they considered poor treatment by their foreign trainers.

The return last month of the Taliban has created widespread fear among young people in Af-ghanistan's cities — places where urban girls wearing headscarves have felt free to mingle in coffee shops and on the street. Young men wearing Western dress who dream of even greater freedoms have been part of the airport cha-os that greeted the start of evacu-

ation flights.
A country of 36 million, Afghanistan is filled with conservative people, many of whom live in the countryside. But even they do not adhere to the strict interpretation of Islam that the Taliban imposed when last they ruled.

The Taliban leaders, many of whom are linked to the previous regime, including the movement's co-founder Mullah Abdul Ghani Baradar, promise a different Tali-ban this time. Once camera shy and reclusive, many have made regular appearances on the diplomatic stage. And while the Tali-ban's original rule was marked by relentless repression that denied women a public space, they now say women can work, attend school and participate in public

Yet even as the world watched Yet even as the world watched in shock at the quick demise of the Afghan army and government over the past weeks, the signs of Afghanistan's post-9/11 decay had long been evident.

Twenty years and billions of dollars in investment after 9/11, Afghanistan are specified on the state of the s

Afghanistan was considered one of the worst places in the world to be a woman in 2020 and in 2019, according to the Georgetown Institute for Women Peace and Security. In 2018, in a Gallup poll offered a scale of one to 10 to determine how respondents judged their chances for a better future five years down the road, Afghans averaged 2.3. Gallup called it a new low for any country in any

In the first years after 9/11, U.S. money arrived in Kabul in suitcases. There were no working banks at the time — and no over-sight of the billions pouring into the country. Most of it passed through the hands of U.S.-allied warlords whose corruption had led to the Taliban's rise in the



from previous page

from previous page
General Forenan and served as the Union President
for 8 years. Anthony was also elected to the District
Council. He was a life member and active participant
with the Mt. Carmel Lyceum. Anthony was also a 3rd
Degree Knight with the Bayomen Knights of Columbus
#371. He enjoyed planning his yearly fishing trips
#372. He enjoyed planning his yearly fishing trips
#373. He enjoyed planning his yearly
#374. He enjoyed planning his yearly
#375. He enjoyed planning his yearly
#375. He min, second dad to Juana Farreli, promer to Kobert Jr. (Veronica) and Michael (Linda), brother-in-law to Mary Jo (Thomas) and Robert Schmidt. A private cremation was held at Rosehill Crematory in Linden, NJ. Funeral arrangments by: Dworzanski & Son Funeral Home, 20 East 22nd Street.

LETTERS ====

—to the editor

The Bayonne Community News welcomes letters to the editor on all subjects of interest to our readers. To submit a letter, visit our website, hudsonreporter. com, and in the Opinion pull down, click on Submit a Letter. Once you've filled in the boxes our content management system notifies us, and we'll call you for verification before it's posted on the web and sched-uled for our newspapers. Please limit your letter to 500 words or less. We reserve the right to edit letters for length, and to reject any letters we feel are inappropriate.

Fire Fighters help Senior

To The Editor,
I am an 82 year old senior who locked herself out of my apartment on 32nd St. My neighbor called the Fire Dept. who came upon arrival so fast. The firemen climbed on their ladder and came through the window to open the door. I cannot thank the Fire. Dept. enough for their help. Once again, thank you Bayonne Fire Dept. You three know who you are and I'm sorry I did not get your names. God bless you and all Bayonne Fire Fighters and Firemen all over the world. You are BAYONNE'S FINEST.

Bayonne Community News

EDU from page 6 Sabrina Mesa Paul Zachary Mira Sarah Mohamed

Celine Morgan Jasia Moriasi Emily Mundell Ann Nassief

Danielle Norris Joann Nunez

Jonathan Payes Daniel Perez Damian Posluszny

Natalie Ramos

Eva Reynolds Deyanna Rodriguez Mary Saad Niti Sarran

Sara Shenouda Miguel Sierra-

JacobTrinidad

Vakulenko Nicole Valdivia Alejandro Vera Naralin Villega Maliha Zahid

GRADE 11 Demiana Abdalla Andrew Abdelsayed Ashley Alvarez David Amin

David Amin Taylor Arrigo Mecheil Ashmalla Anas Baal Alyssa Ballance Brandon Barboza Trinity Bates

Khadija Bibi Bjorn Britto

Conyers Bravden Cotter

Mustafa Desouky Zephora Despi

Danna Guevara

Guifarro Tylynn Headen Vaneza Herndon-Rodas Juan Hiraldo

Juan Hiraldo
Kasper Hooks
Siarra Howell
Christine Iskander
AAsis Jaura
Samantha JuarezGonzalez

Andrew Kilgishov Kevin Kimball Zariah Kitchens Faith Lapinski Norma Machuca

Juan Malla Calderon Allana Mendoza Steven Mendoza-Rodriguez Lujain Mohamed Cindy Mungroo Lucy Negron Hall Jordan Neustein Cameron Pearson

Razin Karim

Chavez Juan Malla Calderon

Anastasiia

John Girgis Doris Gonzalez Doris Gonzalez
Jaymee Hernandez
Jenifer Hernandez
Narvaez
Enis Idrizi
Imani Jackson
Jayden Johnson
Alanna Jones
Xavier Konecko
Isaiah Lynch
Kevin Maritan
Ramirez
Quinn Markey Quinn Markev Quinn Markey Alyssa McAlarney Ethan Medina Blaise Micewicz Sebastian Mohan Avery Morales Sofia Munyan Mueez Nagvi Aya Nasser Anthony Osorio Brianni Ovalle: David Palma Naomi Paul Daniel Vince Payumo Matthew Pimentel Emily Poesl Jhon Polanco Martinez Aromya Rana Ysabel Rivera

Imani Rogers Piotr Sakowicz Christian Sanchez Zamya Sanford-Johnson Analysa Savo Analysa Savo Judy Selim Usher Shahid Veronia Sofian Savannah Stokes Malak Swisa Breanna Torres David Turner Nicole Vezzoli Chloe Ward-Cheatham Riley Williams GRADE 10 Francesca Doucet
Tyson Drayton
Beshoy Erian
Dylan Follmer
Gabriel Galarza

lason Acevedo Reynoso Eric Ataque Shahd Awad Lyna Baal Abdelmassih Botros Botros George Brown Alyssa Bukowsk Mariah Centeno Ariana Chilin Gabriella Cruz Daniel Davydov Philipa Doku Stephen Drake Michal Drozd Rebecca Farber Youssef Farg Abdelazziz Fezani Mackenzie Finn Morgan Flores Mariz Fouad Thomas Gray David Guirguis Madonna Hana Joseph Heaney Ashley Jasinski Jasmin Juarez -Reyes
Kiley Jurcisin
Veronica Kaminski
Miray Khalil
Abdelmaseh Khalil
Camila Kimmey
Shanely Leonardini
Miracles MedinaAdames

Sean Samuel Pessinaba Deeveena Ramdat Ariel Rankin Ashley Rodriguez Nayely Rodriguez Mercedes Karla Rosario Santiago Marco Siha Trinity Watson Youhana Yousse Zinkevich Khrapichev

GRADE 12

Merna Ali Alexandra Baburov Mauricio Balcazar Jaelynn Barrios Mohrail Bikhit Alanna Ciarlandini Aisha Coello Aisha Coello David Collins Tia D'Souza Mina Dawood Katherine Diaz Lamine Diop Mariely Eguren Jimenez Raul Endara Marena Fawzy Megalaa Alexande Flores Rafy Garcia Kary Garcia Alvarado Aixa Gonzalez Owen Haughney Valentina Idrizi Daniel Juarez Emma Kenny Aleena Khan Jason Khella Yandry Macias Arelia Marquez Felix Mauricio Felix Mauricio Rommel Mayor Logan Mele Marina Milk Ciera Miller Katelyn Moody Owen Morales Owen Morales Kelly Murphy Simon Nashed Edwin Navarro Marte Sara Nekab Elijah Ortiz Yousef Osman Marlaysha Pettiford

Anisa Powell
Omar Preciado
Richely Pujols
Cadet
Victoria Victoria Ramkelawan Ashley Ramos Yakim Roberts Sarah Roesinge Stefano Rojas Castillo Castillo Deryk Rosario Donald Rosso Emely Santos Anish Sattaram Eavinika Sawer Christopher Christopher Scarpa Fatimah Shaikh Autumn Trackewicz Christopher Treadwell Nicole Valencia Jacob Wachulec Carol Wisly Latif Carol Wisly Latif Mariam Youssef

All Saints Catholic Academy Opening

All Saints Catholic Academy will open on Wednesday, September 8 for grades K-8 for full in person classes. The schedule is as follows: 9/8 grades k-8 half day session. 9/9 and 9/10 are opening days for Pre-K-3 and Pre-K-4 from the hours of 9-11. Full day sessions will begin, Monday, 9/13. All health and safety precautions followed last year will be observed again for 2021 -2022 school year, such as masks, plexiglass on desk, and lunches in the classroom supplied by parent and (or outdoor recess and lunch weather permitting parent and / or outdoor recess and lunch weather permitting parent and/or outdoor recess and unter weather permitting. For ALL regulations that will be followed, see the Principal's pen on the webpage and for up to date information, also go to the school webpage. For questions, contact the school office at 201-443-8384 on Tuesday through Thursday from 9-1. These are the summer hours till 9/8.

St. Ann's Society Bus Trip

St. Ann's Society is hav-ing a fun one bus trip to the Dutch Apple Dinner Theater in Lancaster, PA to see the live play Mamma Mia. The cost is \$130 pp and it includes the bus, a nice lunch buffet, the play and a 50/50 raffle ticket. After the play will be a short stop at the Bird in Hand Farmers Market and then to home. Bus departs from 4th St. and Broadway at 7:45 AM. If interested, please call Joanne at 201-823-2096 or Rosalie at 201-436-9565.

The Port Authority of New York & New Jersey
NOTICE OF AVAILABILITY - DRAFT NOISE COMPATIBILITY PROGRAM and NOTICE OF VIRTUAL PUBLIC INFORMATION WORKSHOP AND PUBLIC HEARING Title 14 of the Code of Federal Regulations Part 150 (14 CFR Part 150) Airport Noise Compatibility Planning Study for Newark Liberty International Airport

As part of an on-going Airport Noise Compatibility Planning Study (Part 150 Study), the Port Authority of New York and As part or a rounging in port Noise Complexion by raining about priest. I so about, inter-ord rationary or took and New Jersey (Port Authority) has completed the Draft Noise Compatibility Program (NCP) pursuant to the requirements of 14 CFR Part 150 for Newark Liberty International Airport (EWR). Notice hereby is given that the Draft EWR NCP docu-ment is available online at: http://panynipart150.com/EWR_DNCP.asp, from September 1, 2021 to October 15, 2021.

ments on the Draft EWR NCP should be sent to: The Port Authority of New York & New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Ayo Olanipekun. In addition, comments may be emailed to NJPART150@panynj.gov. All comments must be postmarked by October 15, 2021.

VIRTUAL PUBLIC INFORMATION WORKSHOP AND PUBLIC HEARING ON THE DRAFT NCP

Information and an opportunity to comment on the Draft EWR NCP will be provided to the public through one Virtual

Virtual Public Information Workshop:

DATE: Thursday, October 7, 2021 TIME: 5:00 P.M. – 6:30 P.M.

Virtual Public Hearing:

DATE: Thursday, October 7, TIME: 7:00 P.M. – 9:00 P.M.

Registration for the EWR Workshop and Hearing: draftewrncp.eventbrite.com

FORMAT: The Virtual Public Information Workshop and the Virtual Public Hearing will be conducted online via the Zoom platform and will be recorded for record keeping purposes.

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CONTENT: The virtual Public Information Workshop will begin with a presentation that will include information regarding the 14 CFR Part 150 process and details on noise abatement, land use, and program management measures recommended in the Draft EWR NCP. Workshop attendees will be able to ask questions and engage with the Project Team. During the Public Hearing, the public will have an opportunity to provide oral comments on the Draft NCP document. All comments will be recorded by a stenographer and included in the Final NCP documents. Each speaker will be granted the same time limit to speak, which will be 1 to 3 minutes, depending on the number of speakers registered at the start

The Public Information Workshop presentation will be available on October 5, 2021 on the project website

All comments (written and oral) along with responses developed by the Port Authority, will be included in the Final EWR NCP and will be considered by the Federal Aviation Administration (FAA) in their decision-making process on the Port Authority-recommended measures contained in the Final EWR NCP.

Upon written request to the PANYNJ at the address provided above, a hardcopy, CD-ROM, or flash drive of the Draft EWR Open must request to the natural state address provided above, a natucopy, co-now, or historians of the Draft EWN NCP document and workshop presentation will be provided for those who specifically indicate that they do not have a computer or access to the internet.

Spanish, Portuguese, and American Sign Language interpretation services are available for the Public Information Work shop and Hearing upon advance request. To make arrangements for such services, contact the Port Authority Noise Office at NJPART150@panynj.gov or at (212) 435-3777 no later than September 30, 2021.

For more information about the EWR Part 150 study, please visit the project website at http://www.panynjpart150.com/EWR_hc

Bayonne Community News • September 9, 2021 • 9



TELEMARKETING

NECESITAMOS PERSONAL BILINGUE (INGLES / ESPAÑOL)

CON EXPERIENCIA EN VENTAS POR TELEFONO. DEBE TENER VOZ AGRADABLE. **EXCELENTE COMUNICACIÓN TELEFÓNICA** Y HABILIDAD PARA VENDER Y MANTENER UNA BUENA RELACIÓN PROFESIONAL CON LOS CLIENTES.

OFRECEMOS SALARIO BASICO MAS COMISION

LLAME PARA UNA ENTREVISTA PERSONAL

(201)348-1959 Ext. 219

O ENVIE RESUME A



🛂) jalvarado@elespecial.com

¿Necesita Sacarse Sangre? ¡Extraemos su Sangre en 5 Minutos!

Venga con su Orden Médica, su ID y Seguro Médico

√Análisis de Drogas



MUY PRONTO... Nuestra Escuela de Flebotomiá Lláme para más detalles



Abierto de Lunes a Viernes de 6 am a 6 pm

gonzalezmedicaltc@gmail.com

95 Broad Street, 2nd Floor, Elizabeth, NJ TEL: 908-327-9568 • FAX: 908-409-8428 La Autoridad Portuaria de Nueva York y Nueva Jersey (The Port Authority of New York & New Jersey) AVISO DISPONIBILIDAD - PLAN PRELIMINAR DEL PROGRAMA DE COMPATIBILIDAD DE RUIDO y AVISO DE TALLER INFORMATIVO PÚBLICO Y **AUDIENCIA PÚBLICA VIRTUAL** Título 14 del Código de Reglamentos Federales Parte 150

(14 CFR Parte 150) Estudio de planificación de compatibilidad de ruido de aeropuertos para el Aeropuerto Internacional Newark Liberty

En conformidad con los requisitos de 14 CFR Parte 150 para el Aeropuerto Internacional Newark Liberty (EWR) y como parte de un Estudio continuo de planificación de compatibilidad de ruido de aeropuertos (Estudio Parte 150), la Autoridad Portuaria de Nueva York y Nueva Jersey (Autoridad Portuaria) ha completado el Plan preliminar del Programa de compatibilidad de ruido (NCP). Por medio del presente se innar der Programa de Companinada de ridido (NoP). Por medicio del presente se in-forma que el documento del Plan preliminar de EWR NCP está disponible en línea en: http://panynjpart150.com/EWR_DNCP.asp, del 1 de septiembre de 2021 al 15

Los comentarios escritos sobre el Plan preliminar de EWR NCP se deben enviar a: The Port Authority of New York & New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Ayo Olanipekun. Adicionalmente los comentarios se pueden enviar por correo electrónico a NJPART150@panyni.gov. Todos los comentarios deben tener el sello postal a más tardar el 15 de octubre

TALLER INFORMATIVO PÚBLICO Y AUDIENCIA PÚBLICA VIRTUALES SOBRE EL PLAN PRELIMINAR DE NCP

Se proveerá información y se dará al público la oportunidad de hacer comentarios sobre el Plan preliminar de EWR NCP a través de unTaller informativo público virtual y una Audiencia pública virtual.

Taller informativo público virtual:

FECHA: Jueves, 7 de octubre de 2021 HORARIO: 5:00 a 6:30 p.m.

Audiencia pública virtual:

FECHA: Jueves, 7 de octubre de 2021 HORARIO: 7:00 a 9:00 p.m.

Registro para el Taller y la Audiencia de EWR: draftewrncp.eventbrite.com.

ARREGLO: El Taller virtual de información pública y la Audiencia pública virtual se llevarán a cabo a través de la plataforma Zoom y se grabarán para propósitos de

REGISTRO ANTICIPADO REQUERIDO: Es obligatorio registrarse anticipadamente para obtener la información de cómo conectarse al taller y a la audiencia y para todas las personas que deseen hacer comentarios verbales durante la audiencia pública virtual. Si no tiene acceso a Internet y desea participar, por favor llame a la Oficina de Ruido de la Autoridad Portuaria al (212) 435-3777 para registrarse y recibir información de acceso al taller y a la audiencia. La Audiencia pública cerrará únicamente después de que todas las personas registradas para hablar hayan tenido la oportun-

CONTENIDO: El Taller informativo público virtual iniciará con una presentación que incluirá información referente al proceso 14 CFR Parte 150 y detalles sobre el abati-miento del ruido, uso de terrenos y medidas recomendadas de la administración del programa en el Plan preliminar de EWR NCP. Los asistentes al taller podrán hacer preguntas y participar con el Equipo del Proyecto. Durante la Audiencia pública, el público tendrá la oportunidad de dar sus comentarios verbales sobre el Plan preliminar de NCP. Un estenógrafo grabará todos los comentarios y los incluirá en los documentos Finales de NCP. Cada orador tendrá el mismo límite de tiempo para hablar, lo cual será de 1 a 3 minutos, dependiendo del número de oradores registrados al

La presentación del Taller informativo público estará disponible el 5 de octubre de 2021 en el sitio web del proyecto http://panynjpart150.com/EWR_DNCP.asp.

Todos los comentarios (verbales y escritos) junto con las respuestas desarrolladas por la Autoridad Portuaria se incluirán en el EWR NCP Final y serán considerados por la Administración Federal de Aviación (FAA) en su proceso de toma de decisiones con respecto a las medidas recomendadas de la Autoridad Portuaria contenidas en el EWR NCP Final.

Con solicitud previa por escrito al PANYNJ a la dirección indicada anteriormente, se proporcionará una copia impresa, CD-ROM o flash drive del documento del Plan pre-liminar de EWR NCP y de la presentación del taller a quienes indiquen específicamente que no tienen una computadora o acceso a Internet

Hay disponibles servicios de interpretación al español, portugués y lenguaje americano de señas para el Taller informativo y la Audiencia públicos con solicitud antici-pada. Para hacer arreglos de dichos servicios, comuníquese a la Oficina de Ruido de la Autoridad Portuaria a <u>NJPART150@panyni.gov</u> o al (212) 435-3777 a más tardar el 30 de septiembre de 2021.

Para obtener más información acerca del estudio EWR Parte 150, sírvase visitar el sitio web del proyecto: http://www.panynjpart150.com/EWR_homepage.asp



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Port Authority of New York and New Jersey
(Autoridade Portuária de Nova York e Nova Jersey)

AVISO DE DISPONIBILIDADE — MINUTA DO PROGRAMA DE COMPATIBILIDADE DE RUÍDO e
AVISO DE SESSÃO PÚBLICA DE INFORMAÇÃO E AUDIÊNCIA PÚBLICA VIRTUAIS
Seção 150 do Título 14 do Código Federal de Regulamentos (14 CFR – Seção 150)
Estudo de Planejamento de Compatibilidade de Ruído Aeroportuário do
Aeroporto Internacional Newark Liberty

Como parte de um Estudo de Planejamento de Compatibilidade de Ruído Aeroportuário em andamento, a Autoridade Portuária de Nova York e Nova Jersey (Port Authority of New York and New Jersey, PANYNJ) completou a minuta do Programa de Compatibilidade de Ruídos (NCP) conforme os requisitos da Seção 150 do Título 14 do Código de Regulamentos Federais referentes ao Aeroporto Internacional Newark Liberty (EWR). Comunica-se que a minuta do documento "Draft EWR NCP" está disponível on-line em: http://panynjpart150.com/EWR_DNCP.asp, de 1º de setembro de 2021 a 15 de outubro de 2021.

Comentários sobre a minuta "Draft EWR NCP" por escrito devem ser enviados para: The Port Authority of New York & New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Ayo Olanipekun. Além disso, comentários também podem ser enviados por e-mail para <a href="https://nxystatus.org/nystatus.nystatu

SESSÃO PÚBLICA DE INFORMAÇÃO E AUDIÊNCIA PÚBLICA VIRTUAIS SOBRE A MINUTA DO NCP

Informações e oportunidades de fazer comentários sobre a minuta do "Draft EWR NCP" serão disponibilizadas ao público por meio de duas Sessões Públicas Virtuais de Informação e uma Audiência Pública Virtual.

Sessão Pública Virtual de Informação:

Audiência Pública Virtual:

DATA: Quinta-feira, 7 de outubro de 2021 DATA: Quinta-feira, 7 de outubro de 2021

HORÁRIO: 17h00 – 18h30 **HORÁRIO**: 19h00 – 21h00

Inscrição para a Sessão de Informação e Audiência do EWR: draftewrncp.eventbrite.com.

FORMATO: A Sessão Pública Virtual de Informação e a Audiência Pública Virtual serão realizadas on-line através da plataforma Zoom e serão gravadas para fins de manutenção de registros.

É NECESSÁRIA A INSCRIÇÃO ANTECIPADA: É necessário inscrever-se antecipadamente para obter informações sobre a sessão de informação e audiência pública e para todos aqueles que desejarem fazer comentários verbais durante a Audiência Pública virtual. Se você não tiver acesso à Internet e desejar participar, ligue para o Escritório de Ruído da Autoridade Portuária pelo telefone (212) 435-3777 para se inscrever e receber informações de acesso à sessão de informação e audiência. A Audiência Pública será encerrada somente depois que todos os indivíduos inscritos para falar tiverem tido a oportunidade de falar.

CONTEÚDO: A Sessão Pública de Informação começará com uma apresentação que incluirá informações sobre o processo da Seção 150 do Título 14 do Código de Regulamentos Federais e detalhes sobre a atenuação de ruídos, uso do solo e medidas de gestão do programa recomendadas no documento "Draft EWR NCP". Os participantes da sessão poderão fazer perguntas e interagir com a Equipe do Projeto. Durante a audiência pública, o público terá a oportunidade de apresentar comentários verbais sobre o documento "Draft NCP". Todos os comentários serão registrados por um estenógrafo e incluídos nos documentos finais do NCP. Cada indivíduo terá o mesmo limite de tempo para falar, que será de 1 a 3 minutos, dependendo do número de indivíduos inscritos no início da audiência.

A apresentação da Sessão de Informação Pública estará disponível em 5 de outubro de 2021 no site do projeto http://panynjpart150.com/EWR_DNCP.asp.

Todos os comentários (escritos e orais) juntamente com as respostas dadas pela Autoridade Portuária serão incluídos no documento "Final EWR NCP" e serão levados em consideração pela FAA (Agência de Administração da Aviação dos EUA) no seu processo de tomada de decisão relativo às medidas recomendadas pela Autoridade Portuária contidas no documento "Final EWR NCP".

Mediante solicitação por escrito à PANYNJ no endereço fornecido acima, será fornecida uma cópia impressa, CD-ROM ou flash drive do documento "Draft EWR NCP" e apresentação da sessão de informação para aqueles que indiquem especificamente que não têm um computador ou acesso à internet.

Os serviços de interpretação em espanhol, português e língua de sinais americana estão disponíveis para a Sessão de Informação Pública e Audiência mediante solicitação prévia. Para pedir tais serviços, entre em contato com a Secretaria de Ruído da Autoridade Portuária pelo e-mail NJPART150@panynj.gov ou pelo telefone (212) 435-3777 até 30 de setembro de 2021.

Para obter mais informações sobre o estudo da Seção 150 do Título 14 do Código de Regulamentos Federais do EWR, visite o site do projeto: http://www.panynjpart150.com/EWR_homepage.asp



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Schafer throws for three touchdowns in victory

the season.

who was chasing me."

the season.

"We proved that we can be resilient and

The same as Schaffer, Odell gave all the credit to his offensive line.

That solid unit, which kept Elizabeth just find your legs and go from there." defensive linemen away from Schaffer so that he could properly execute Summit's Wing-T, included senior captain Jonathan interception. Matthew Loeloff scored on a Lehrich at center, senior Michael Sajer at left tackle, junior Jake Rainero at left guard, senior Dymir Williams at right guard and

senior Andrew Sirabian at right tackle.

"Charlie with his feet gets the job done," Summit head coach Kevin Kostibos said. "Gavin snuck behind the kid, made it happen.

"You could say both of our touchdowns in the first half came on broken plays."

(Continued from Page 18)
Started to stay on Jay. That left me wide open. Once I caught the ball, I just started

The first was a 36-yard pass Schaffer completed to senior wide receiver Conor St. Amant for Summit's first points of The first was a 36-yard pass Schaffer

go toe-to-toe with people," Kostibos said.
"Early on, both teams made mistakes. You

Schaffer completed nine of 20 passes for 245 yards, three touchdowns and one 2-yard run in the third quarter, and Colin Beatty, also a Summit captain, scored on a

22-yard sprint up the middle in the fourth. Junior left-footed place-kicker Will Johnson made both extra-point attempts and, in between, kicked a 42-yard field goal that hit the crossbar and bounced forward. Elizabeth, sparked by the running of

senior backs Javonte Bailey and Gregory McQueen and the overall play of Cadet,

who excelled at wide receiver, defensive back, punter and even quarterback late in the game, moved forward, despite not being at 100 percent. The Minutemen were without sixth-year head coach Jamil Jackson, offensive coordinator Asad Abdul-Khaliq and five starters, who all had tested positive for COVID-19. Elizabeth also had some players out with injuries.
"We decided as a team that we were

still going to play this game, and we came here prepared to do so," said acting head coach Joe Misura, who, in addition to Elizabeth's other coaches on the field, was aided upstairs in the booth by assistant

coach Pat Dowling.
Misura, a 2001 Iselin Kennedy grad who in 1999 played as a junior on Kennedy's last eight-win (8-2) team, is Elizabeth's offensive line coach. The last four years, he was quality control.

"Summit did a great job and deserves credit for making the plays they did," Misura said. "We were right there at the half and then made some unfortunate plays in the second half that Summit took advantage of."

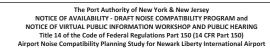
Two Elizabeth turnovers in the third quarter, fumble recoveries by Rainero and Summit's other captain, Taylor Christ, resulted in 10 Hilltopper points.

A 7-yard touchdown run up the middle

by Bailey brought Elizabeth to 7-6 one minute into the second quarter.

Elizabeth senior wide receiver/defensive back Esthervin Almanzar had an interception in the second quarter and caught a 15-yard touchdown pass from Cadet with 23 seconds left in the game.

"We weren't really clicking and missed some opportunities in the first half," Misura said. "It was hot, it was our first game, but I'm really, really proud of our guys."



As part of an on-going Airport Noise Compatibility Planning Study (Part 150 Study), the Port Authority of New York and New Jersey (Port Authority) has completed the Draft Noise Compatibility Program (NCP) pursuant to the requirements of 14 CRR Part 150 for Newark Liberty International Airport (EWR). Notice hereby is given that the Draft EWR NCP document is available online at: http://panynipart150.com/EWR_DNCP.asp, from September 1, 2021 to October 15, 2021.

Written comments on the Draft EWR NCP should be sent to: The Port Authority of New York & New Jersey, 4 World Trade Center, 150 Greenwich Street, 18th Floor, New York, NY 10007, Attn: Ayo Olanipekun. In addition, comments may be emailed to <u>UpPART150@panynia.gov</u>. All comments must be postmarked by Orchober 15, 2021.

VIRTUAL PUBLIC INFORMATION WORKSHOP AND PUBLIC HEARING ON THE DRAFT NCP

Information and an opportunity to comment on the Draft EWR NCP will be provided to the public through one Public Information Workshop and one Virtual Public Hearing.

Virtual Public Information Workshop

DATE: Thursday, October 7, 2021 **TIME:** 5:00 P.M. – 6:30 P.M.

Virtual Public Hearing:

DATE: Thursday, October 7, 2021 TIME: 7:00 P.M. – 9:00 P.M.

Registration for the EWR Workshop and Hearing: draftewrncp.eventbrite.com.

FORMAT: The Virtual Public Information Workshop and the Virtual Public Hearing will be conducted online Zoom platform and will be recorded for record keeping purposes.

ADVANCE REGISTRATION REQUIRED: Advance registration is required to obtain workshop and hearing log-in information and for all who wish to make oral comments during the virtual Public Hearing. If you do not have internet access and wish to participate, please call the Port Authority Noise Office at (212) 435-777 to register and to receive workshop and hearing access information. The Public Hearing will close only after all registered speakers have had the opportunity to speak.

CONTENT: The virtual Public Information Workshop will begin with a presentation that will include information re CUNIENT: I're virtual Public Information Workshop will begin with a presentation that will include information re-garding the 14 CFR Part 150 process and details on noise abatement, land use, and program management measures recommended in the Draft EWR NCP. Workshop attendees will be able to ask questions and engage with the Project Team. During the Public Hearing, the public will have an opportunity to provide oral comments on the Draft NCP document. All comments will be recorded by a stenographer and included in the Final NCP documents. Each speaker will be granted the same time limit to speak, which will be 1 to 3 minutes, depending on the number of speakers registered at the start of the hearing.

The Public Information Workshop presentation will be available on October 5, 2021 on the project website http://panynjpart150.com/EWR_DNCP.asp.

All comments (written and oral) along with responses developed by the Port Authority, will be included in the Final EWR NCP and will be considered by the Federal Aviation Administration (FAA) in their decision-making process on the Port Authority-recommended measures contained in the Final EWR No.

Upon written request to the PANYNI at the address provided above, a hardcopy, CD-ROM, or flash drive of the Draft EWR NCP document and workshop presentation will be provided for those who specifically indicate that they do no have a computer or access to the internet.

Spanish, Portuguese, and American Sign Language interpretation services are available for the Public Information Workshop and Hearing upon advance request. To make arrangements for such services, contact the Port Authority Noise Office at <u>NIPART150@panynj.gov</u> or at (212) 435-3777 no later than September 30, 2021.

For more information about the EWR Part 150 study, please visit the project website at http://www.panynjpart150.com/EWR_homepage.asp







Appendix F

Public Comments

This appendix includes a copy of public and agency comments received throughout the development of the Newark Liberty International Airport (EWR) Title 14 Code of Federal Regulations Part 150 Noise Compatibility Program (NCP). The official comment period for the EWR Draft NCP was held from September 1, 2021 to October 15, 2021.

Public comments include written comments received by postal mail and e-mail during the comment period and oral comments received during the virtual Public Hearing held on October 7, 2021.

This appendix contains the following items:

- Appendix F.1 Summary of Public Comments
- Appendix F.2 Topic Specific Responses to Public Comments on the EWR Draft NCP
- Appendix F.3 Comments and Responses
- Appendix F.4 Written Material Submitted to Operator





Appendix F.1

Summary of Public Comments

As discussed in Section 5.2, this appendix presents a comment response matrix that reproduce the comments received during the public comment period and Port Authority of New York and New Jersey's (the Port Authority's) responses to those comments. Table F-1 in Appendix F.2 provides a set of Topic Specific Responses to the public comments. Topic Specific Responses were developed to cover topics that were raised in multiple comments received by the Port Authority during the public comment period on the EWR Draft Noise Compatibility Program (NCP) (e.g., Scope of the EWR 150 Study, Flight Frequency). Within each of those topics, specific responses were developed based on the nature of comments received or additional questions that were raised within each of the categories.

Table F-2 in Appendix F.3 provides public comments received during the public comment period for the EWR Draft NCP and the Port Authority responses. Appendix F.4 includes scanned copies of these comments and the public hearing transcript with comment identification numbers.

The following items are entered into the tables for each comment:

- comment identification number (including sub-identification number for comments addressing multiple topics)
- first and last name (and title, if applicable)
- affiliation/organization, if applicable and method of comment submittal
- comment topic (general categories addressed in each comment)
- verbatim transcription of each comment, broken down into separate topics, where multiple topic categories were addressed
- Port Authority responses to each comment

All comments were entered verbatim. Typographical or grammatical errors were not corrected.





Appendix F.2

Topic Specific Responses to Public Comments on the EWR Draft NCP

The Topic Specific Responses set forth herein cover topics that were raised in multiple comments received by the Port Authority during the public comment period on the EWR Draft Noise Compatibility Program (NCP). Background information on the general context of the EWR 14 CFR Part 150 Study (e.g., purpose of the Study; federal regulations that prescribe the content of, and methods employed in, the Study; and processes followed in the Study) is set forth in full in the EWR NCP but is summarized in some of the Topic Specific Responses to assist the public in better understanding the Port Authority's responses to comments.

Three Topic Specific Responses were developed consisting of:

- 1) Scope of the EWR Part 150 Study
- 2) Flight Frequency
- 3) Part 150 Public Meetings and Outreach

Each response listed above was assigned a number. For example, (1) refers to the specific response "Scope of the EWR Part 150 Study". Each Topic Specific Response number(s) might also be provided and referenced for a response to a comment and/or question. If a comment contained a question that was not covered under these general responses, an individual response was provided. All comments and their responses are included in Appendix F.3, *Comments and Responses*.





Table F-1: Topic Specific Responses to Public Comments

Topic	Topic Specific	Response
Number	Response	
1	Scope of the EWR Part 150 Study	This Topic Specific Response is intended to address comments that relate to issues outside the purpose and scope of the Part 150 study (e.g., air quality evaluations, quality of life concerns and wildlife issues) by defining the two main phases of a Part 150 study and providing references to the regulations that set forth the required, limited and focused contents of a Part 150 study.
		The Federal Aviation Administration (FAA) regulations on Airport Noise Compatibility Planning (set forth at Title 14, Part 150 of the Code of Federal Regulations) provide airport sponsors with a voluntary process to address airport noise by reducing or mitigating noncompatible land uses with the assistance of federal grants or certain actions by the FAA. Land uses such as residential, schools, hospitals and places of worship are considered noncompatible with aircraft noise levels greater than 65 dB Day-Night Average Sound Level (DNL). Compatibility determinations for other land uses can be determined by using the thresholds identified in Table 1 in Appendix A of 14 CFR Part 150. Under the Part 150 program, FAA considers all land uses exposed to aircraft noise less than DNL 65 dB to be compatible. A Part 150 study establishes a voluntary process to be undertaken by the airport sponsor, and consists of the efforts required to produce the following two documents:
		1) Noise Exposure Map (NEM) – Documentation including maps that depict both aircraft noise exposure contours and the land uses around an airport, identifying land uses that are not compatible with aircraft noise exposure of 65 DNL and above. The NEM includes a baseline map displaying the modelled current conditions and a map displaying the modelled future conditions at least 5 years after the baseline map. The NEM serves as the baseline against which measures to improve land use compatibility are compared during the second phase of the Part 150 Study. The NEM documentation for EWR can be obtained on the study website (http://www.panynjpart150.com/EWR_FNEM.asp).
		2) Noise Compatibility Program (NCP) — Port Authority-recommended measures to address noncompatible land use as documented in the NEM. These measures are summarized in the NCP and may include, for example, new or modified aircraft flight procedures, or the installation of sound insulation treatment at noise sensitive structures. NCP measures must be reasonably consistent with achieving the goals of (a) reducing or mitigating the effect(s) of aircraft noise on existing noncompatible land uses around the airport, and (b) preventing the introduction of additional noncompatible land uses. Likewise, NCP measures must not unduly burden interstate commerce, discriminate unjustly, reduce the level of aviation safety, adversely affect efficient use of the navigable airspace, or adversely affect any other powers or responsibilities of the FAA.
		The EWR NCP was developed pursuant to the FAA's requirements identified within 14 CFR Part 150 of FAA's regulations. Consistent with those regulations, this study has a specific focus on noise exposure, noise abatement and noise mitigation, and does not analyze human health effects or other environmental concerns (e.g., wildlife, fuel residue, air quality, and general quality of life). Please reference Chapter 1.3 and the FAA's Part 150 checklists (https://www.faa.gov/airports/environmental/airport_noise/) for additional information on the overall scope of Part 150.



Newark Liberty International Airport Noise Compatibility Progran	ım
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Topic Number	Topic Specific Response	Response
2	Flight Frequency	This Topic Specific Response is intended to address comments about the time of day when aircraft operate and the frequency with which aircraft fly over the commenter's home and/or neighborhood.
		Flight schedules and general frequency of flights at EWR are largely driven by passenger demand, weather, local market demographics, number of nearby airports and other factors. Neither the Port Authority nor the FAA determine flight schedules. Flight schedules are continually reviewed and set by the Airlines. The runway and flight path that an aircraft uses at EWR are guided by safety considerations and determined primarily by wind direction, other weather conditions, origin/destination of flight, and efficiency of traffic flows. Under certain weather conditions, the airport must operate in one directional flow for extended periods of time, which may, especially during peak periods of operations, result in a steady flow of arrivals or departures over one area.
3	Part 150 Public Meetings and	This Topic Specific Response is intended to address comments about the Port Authority's public engagement process during the EWR Part 150 Study, including community input and the transparency of the Port Authority's public engagement process.
	Outreach	Throughout all phases of the EWR Part 150 Study, the Port Authority provided a public involvement program designed to meet and exceed the requirements of the FAA's Part 150 regulations. Between September 2015 and October 2019, the Port Authority held 14 Technical Advisory Committee meetings during the preparation of the NEM and NCP that were open to the public and at which the public could provide their input. The Port Authority provided a publicly-available website (panynjpart150.com) with up-to-date information on the EWR Part 150 Study and a dedicated email address (NJPart150Studies@panynj.gov) that the public could use to submit comments. Members of the public were invited to participate in the October 2021 virtual public workshop and hearing, and to provide written comments on the EWR Draft NCP from September 1, 2021 to October 15, 2021. A list of public outreach meetings is provided in Chapter 5, Stakeholder Engagement, and all meeting materials are provided in Appendix E, Public Outreach, of the EWR NCP document. Also, please reference Chapter 4.2, Program Management Measure 6: Continue Community Outreach Activities.



Appendix F.3

Comments and Responses

This section contains a list of all parties that submitted comments on the EWR Part 150 Study NCP, their comments, and the Port Authority of New York and New Jersey's (the Port Authority's) responses. For the purposes of the Final NCP report, all comment formats (i.e., form letters, letters, comment forms, emails, and Public Hearing verbal comments) are referred to as comment "letters." Two organizational public comment letters and 10 public hearing comments were received on the EWR Draft NCP Report and responses are listed first in Table F-2.

The comment letters included in this Appendix and Table F-2 are presented exactly as they were received and may contain typographical errors and/or misspellings. They have not been edited in any way and are provided in this manner to show that they were quoted exactly as they were in their original form. Additionally, it is worth noting that typed comment letters were received via the project website or by electronic mail (e.g., e-mail).

Table F-2 includes a list of public comment letters, with the name(s) of each party that provided a comment. Each comment letter was assigned a unique number code to catalog the submittal. Public comments are generally organized in the order they were received, as practicable. In several cases, a single comment letter included multiple topics of discussion that were treated as individual comments. The number identifies the specific comment letter (numeric identifier). For example, a number code "3.2" describes the public comment letter as being the 3rd letter in this appendix and the second major topic in the letter. Therefore, each letter code includes multiple comments and an associated response. A scanned copy of each letter that was received is shown in Appendix F.4, and each number code is tagged on the corresponding letter.

Topic Specific Responses were prepared for several comments that were received from multiple commentors and are provided in Table F-1 in Appendix F.2. Each response was assigned a number. For example, 1 is the first Topic Specific Response; it provides information on the "Scope of the EWR Part 150 Study". Topic Specific Response number(s) might be referenced for a response to a comment and/or question. If a comment letter contains a comment or question that was not covered under these general responses, an individual response was provided.





Table F-2: Comments Received and Responses for the Newark Liberty International Airport Draft Noise Compatibility Program

ID	First Name	Last Name	Commenter Type & Source	Topic(s)	Comment	Response
1.1	Jerome	Feder	Vice Chairman, PANYNJ EWR Roundtable (Letter)	General Comment, Continue Noise Abatement	The Union County Air Traffic Noise Advisory Board supports the use of the easterly commercial corridor adjacent to Newark Liberty International Airport (EWR) as a noise abatement corridor for departures. As a member of the Technical Advisory Committee (TAC), I was appreciative and gratified to see that a number of the suggestions made within the TAC incorporated into the noise abatement recommendations. These suggestions included making as much use as possible of the non-noise sensitive areas to the east of EWR, especially the exploration of more easterly departure headings for Runway 22 departures. Noise Abatement Measure 12 in the draft report, ("Implement Nighttime "New Jersey Turnpike" Departure Procedures for Runways 22L and 22R ") refrains from turning nighttime departures to the west at night before they reach 10,000 feet of altitude. As shown in Table 2-27, this shows noise abatement benefit. The Union County Air Traffic Noise Advisory Board supports this procedure. I would like to clear up a possible point of confusion with respect to a comment made by Mr. Robert Belzer, President of the New Jersey Coalition Against Aircraft Noise (NJCAAN), who expressed concern about a New Jersey Turnpike Departure Procedure for Runway 22 as possibly "problematic." Please be informed that some years back, a different procedure with a similar title (including the	The Port Authority acknowledges the comments and they will be memorialized in Appendix F of the NCP. Port Authority will continue to search for opportunities to develop and recommend measures that address noncompatible land use. The Port Authority is committed to the Part 150 program that requires periodic evaluation and updates of NEMs and NCPs as appropriate. As required by 49 U.S.C. Section 47503 an airport operator that submits NEMs shall submit a revised map to FAA if, in an area surrounding the airport, a change in operation of the airport would establish a new noncompatible use, or would significantly reduce noise over existing noncompatible uses that is not reflected in either the existing conditions map or forecast map currently on file with the FAA. The revised NEMs are required if the relevant change in the operation of the airport occurs during the forecast period of the NEM or during the implementation period of the airport operator's noise compatibility program to preserve eligibility for FAA funding to implement the noise program. The Port Authority is recommending EWR Program Management Measure 10: Update the Noise Exposure Map and EWR Program Management Measure 11: Update the Noise Compatibility Program to enable the Port Authority to meet the requirements of 14 CFR Part 150. This will allow the noise mitigation program to evolve over time.



ID	First Name	Last Name	Commenter Type & Source	Topic(s)	Comment	Response
					words "New Jersey Turnpike") was offered in a different study. This former procedure held traffic over populated areas of Elizabeth longer, and was harmful from a noise abatement perspective. I have discussed this with Mr. Belzer, and he agrees that the procedure offered as Noise Abatement Measure 12 in the present study is a net positive from a noise abatement perspective and is not "problematic." Based on the modeling results, it does appear that the Part 150 has found some worthwhile noise reduction opportunities. As the airspace evolves, I urge all concerned to continue to search for further opportunities in this direction. Thank you for this opportunity to comment.	
2.1	Robert	Belzer	President, New Jersey Coalition Against Aircraft Noise (Letter)	General Comment	The New Jersey Coalition Against Aircraft Noise (NJCAAN) supports the use of the easterly commercial corridor adjacent to Newark Liberty International Airport (EWR) for the continued use as a noise abatement corridor for both departure and arrival traffic into and out of EWR. The existing noise abatement procedure requires a 190-degree heading for Runway 22 departures and a 60- degree heading for Runway 4 departures. NJCAAN supports the continued use of these noise abatement procedures. Further, the Technical Advisory Committee (TAC) analyzed a more easterly departure procedure particularly for Runway 4 departures (65-degree and 70-degree	The Port Authority acknowledges these comments, and they will be memorialized in Appendix F of the NCP. The Port Authority evaluated and recommended the implementation of optimized easterly departure headings - EWR Noise Abatement Measure 4: Determine and Implement Optimal Easterly Departure Headings on Runways 4L and 4R and EWR Noise Abatement Measure 5: Determine and Implement Optimal Easterly Departure Headings on Runways 22L and 22R. The Port Authority is not recommending modification of the LGA airspace.



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					headings) that showed additional noise benefits. However, the LaGuardia terminal airspace could conflict with more easterly headings. The TAC recommended continued modeling of the more easterly heading and also potential adjustments to the LaGuardia terminal airspace as an accommodation. NJCAAN supports both measures. The TAC also is analyzing utilizing the NJ Turnpike as a departure procedure for both Runway 22 and Runway 4 departures. While Runway 22 departures over the NJ Turnpike appears problematic from a noise abatement perspective, Runway 4 departures over the NJ Turnpike appears promising and NJCAAN supports this measure	
2.2	Robert	Belzer	President, New Jersey Coalition Against Aircraft Noise (Letter)	Flight Routing, Noise Abatement Measures	Finally, the TAC modeled an offset approach for Runway 4 arrivals that also would keep traffic to the east over the commercial corridor. While the airline representatives highlighted operational concerns regarding this procedure, NJCAAN supports it as a potential additional noise abatement procedure if it is operational feasible.	The Port Authority evaluated and recommended an offset approach to Runway 22L (not Runway 4) that would move aircraft arrivals to the east over the industrial corridor - EWR Noise Abatement Measure 1: Design and Implement an Offset Approach Procedure to Runway 22L. The Port Authority did not evaluate a similar offset approach to either Runway 4L or 4R due to the presence of residential property in Elizabeth to the east of the Turnpike which preclude an option of flying over predominantly industrial properties as is the case in the Ironbound area under the approach to Runway 22L. The Airlines on the Technical Advisory Committee (TAC) voiced concerns over pilots' ability to align aircraft so close to the runway end. The Port Authority and the TAC are supportive of implementing an offset approach to EWR Runway 22L, as long as the



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3.1	Wynnie-	Victor-	General	Altitude, Public	I attended the previous planning studies and I	FAA can design a procedure that aircraft operators can safely fly. A- The FAA's air traffic control (ATC) is charged with
	Fred	Hinds	Public (Public Hearing Testimony)	Participation	had asked a few questions and they were answered. [A And I noted that there was some concern by members of the community about the noise and the proximity of the planes flying nearly onto it seemed I guess they said they were on top of the buildings at Weequahic Park. Though I haven't experienced it myself, but I would just like to put this on record that it should be looked into, you know, even though the guy the representative, I forget his name. He answered, but it wasn't an answer that, you know, that the community members were happy with.] [B And so I just wanted to make sure that the community's concerns will be taken seriously and they will be investigated and, you know, taken into consideration and that we will have community input and we will and the whole process will be transparent and, you know, just to make sure that our concerns are taken into consideration and we are included in the process and whatever suggestions and ideas that we offer are taken seriously.] Thank you.	the safe and efficient use of the National Airspace System (NAS) and is solely responsible for determining when particular flight procedures are utilized. Although ATC assigns the flight track and altitude, the pilot maintains the authority to make the final judgment due to safety. The altitudes at which pilots fly aircraft when departing from or arriving to EWR primarily depends on the existence of other aircraft in the sectorized airspace (with sectors designated for use by each airport's approach and departure control). Notable, the airspace around EWR is very busy with operations from EWR, nearby airports, and traffic en-route to other airports. Aircraft altitudes over Weequahic Park are approximately 500 to 600 feet above ground level when arriving onto Runway 11 and approximately 1,100 to 1,300 feet above ground level when departing from Runway 29. • Unrestricted departures (continuous climb from the runway to cruise altitude) are most beneficial from a noise perspective. However, this is often not feasible because of the need to avoid other aircraft operating to or from other airports in the vicinity. The FAA will hold departing aircraft at specific altitudes in the airspace to avoid other aircraft and flight procedures in the shared airspace. • Descending from cruise altitude on a continuous (approximate 3-degree) glide slope



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						to a runway is most beneficial from a noise perspective. However, this is often not feasible because of the need to avoid other aircraft. The FAA will hold arriving aircraft at specific altitudes in the airspace to avoid other aircraft in the shared airspace. Due to the final 3-degree glideslope approach (which is an industry standard for safe operations), aircraft altitudes steadily decrease as the aircraft approaches the runway.
						B- The Port Authority acknowledges the comment, and it will be memorialized in Appendix F of the NCP. For information about the public outreach process please refer to <i>Topic Specific Response #3 – Public Meetings and Outreach</i> , which details the ways in which the Port Authority engaged with the public during the Part 150 process. Also, please reference section 4.2, Program Management Measure 6: <i>Continue Community Outreach Activities</i> for information on the recommended measure to support and maintain meaningful dialogue with the communities.



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4.1	Maggie	Freeman	General Public (Public Hearing Testimony)	Altitude, Public Participation, Health Effects,	[A The Weequahic Park and Dayton Street communities are very concerned about the low-flying aircrafts that impact our area.] [B We would like Port Authority to revisit our communities and talk to us directly about plans or some type of concessions that would help homeowners, residents, business owners with their properties because we are being inundated with low flying aircraft that are shaking our homes.] [C They're causing health concerns in our schools with our children and so on.] [D We definitely need Port Authority involved more than what we've seen in the past and we're looking for that to happen in the near future.]	B-	The Port Authority acknowledges the comment. ATC is responsible for the safe flight of aircraft with pilots having ultimate authority. Information on the altitudes of arriving and departing aircraft can be found in the response to Comment 3.1 A. Please leave a message at the following number and a representative of the Port Authority's Noise Office will respond to set up a meeting: 1-800-225-1071. The EWR NCP was developed pursuant to the FAA's noise requirements identified within 14 CFR Part 150, which are limited to identifying noncompatible land uses around the airport and providing support to reduce or mitigate the noise exposure in those areas. Multiple recent studies on the impacts of aircraft noise on public health have been undertaken and more studies are currently underway. 1,2,3 Research suggests that noise can have varying levels of effects on people. From these studies, criteria have been established to protect public health and safety and prevent disruption of certain human activities. These criteria are based on the effects of noise on people, sleep interference, and physiological responses. The EWR NCP was prepared consistent with FAA's noise criteria identified within 14 CFR Part 150. The EWR Part 150 Study has a specific focus on noise exposure, noise abatement and noise mitigation,

³ Request for Comments; Clearance of a New Approval of Information Collection: National Sleep Study, U.S. Department of Transportation, Federal Aviation Administration, Agency Information Collection Activities, 84 Fed. Reg. 65453, November 27, 2019.



¹ The State of the Art of Predicting Noise-Induced Sleep Disturbance in Field Settings, Fidell S., Tabachnick, B., Pearsons, K., Noise and Health, Volume 12, Issue 47, p. 77-87, 2010.

² ACRP Synthesis 9, Effects of Aircraft Noise: Research Updated on Selected Topics, Transportation Research Board of the National Academies, Airport Cooperative Research Program, 2008.

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5.1	Telaya	Spencer	General Public (Public Hearing Testimony)	Health Effects, Public Participation	[A My comments are about the airplanes that's flying above our city and that we are not being kept upfront about what's going on concerning our health issues,] [B the residents and we would like the Port Authority to come out and speak with our residents before they make any decisions.]	and does not analyze human health effects related to aircraft operations. D- The Port Authority, through its Noise Office, continuously strives to work with the public to minimize noise impacts. EWR Program Management Measure 6: Continue Community Outreach Activities will enable the Port Authority Noise Office to continue supporting and maintaining meaningful dialogue with the communities, the FAA, and other aviation stakeholders regarding aircraft noise at EWR. The Port Authority will continue to participate in the EWR Roundtable. A- The EWR NCP was developed pursuant to the FAA's noise requirements identified within 14 CFR Part 150, which are limited to identifying noncompatible land uses around the airport and providing support to reduce or mitigate the noise exposure in those areas. For more information on the scope of the Part 150 Study, please refer to Topic Specific Response #1 – Scope of the EWR Part 150. B- Please leave a message at the following number and a representative of the Port Authority's Noise Office will respond to set up a meeting: 1-800-225-1071. Please also see the response to Comment 4.1 D on Port Authority involvement with the community.



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6.1	Terrance L.	Bankston	General Public (Public Hearing Testimony)	Health Effects, Public Participation, Environmental Hazards	So I wanted to just comment on the particularly the Port Authority/Amazon Airport matter and just some of the work that I've been doing in the community. And starting with me growing up here I had shared over the weekend with some community folks how since a young age I grew up on Sheer (phonetic) Avenue I can remember throughout the day being in the backyard, being upstairs in the attic in my living room and randomly just feeling the house shake throughout the day and often throughout the night. As a person growing up in the community, who drives through the community, who also deals with represents Perry University New Jersey. So I've talked to a lot of parents, a lot of folks who travel throughout Southport community. It's just been a consistent nuisance generationally in terms of just what we felt is the disregard I'll say or disrespect in terms of feelings or matters related to the Port. I'll put it that way because it's not necessarily about one particular instance and them not or us many of us not feeling like you all are consistent in being true allies with the community knowing that we're clearly right here in your neighborhood and impacted by the number of trucks that travel through or again, the number of planes. And then here comes this Amazon deal, which I was made aware no one that I was advocating with, organizing with over the past two months for a community press conference that we had on yesterday, was I made aware of a deal that	This comment regarding Port Authority and the Amazon development at EWR is acknowledged and memorialized in Appendix F of the NCP. The Amazon development is outside the scope of the EWR Part 150 Study, which focuses solely on aircraft noise and land use compatibility. Please refer to <i>Topic Specific Response #1 – Scope of the EWR Part 150 Study</i> for more information on the main components of the Part 150 study. The Port Authority undertook the EWR Part 150 Study to quantify noise exposure in communities surrounding EWR and to identify noise abatement measures that are expected to reduce or mitigate noise exposure in those communities. The measures recommended in the EWR NCP are intended and expected to reduce or mitigate noise exposure in the communities around EWR that are within the 65 DNL and higher contours. Consistent with Section 150.21 of Title 14 CFR Part 150, the Port Authority will periodically review changes in the operational environment at EWR that may differ from the assumptions used in generating the NEMs and coordinate with the FAA to confirm the on-going validity of the NEMs, in accordance with Part 150 regulations. The Port Authority currently anticipates evaluating any changes in the noise environment at EWR when operations at EWR stabilize as the aviation sector recovers from the COVID-19 pandemic. The Port Authority is recommending <i>EWR Program Management Measure 10: Update the Noise Exposure Map</i> to enable the Port Authority to meet the requirements of 14 CFR Part 150.



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			would be coming to Amazon. So it was pretty much in queue to be signed and we're talking again about more planes. We're talking about an increased number of South Ward residents who are grateful for being able to have an employment opportunity, but we want to be treated with respect and dignity. And then just again, the environmental hazards that it puts on our community. The last thing I will share in the last few seconds in just our experience in the park. Much different than when we go to a park in Millburn or even some aspects of Union. We hear birds chirping. We immediately hear ducks flapping around or paddle boats in the water, but in our community, we hear honking horns and car accidents and a lot of those things are often caused by the high traffic and the truckers and their disregard for coming through our community as well. I thank the commission for this time to just be able to share my syntheses.	



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ID	First Name	Last Name	Commenter Type & Source	Topic(s)	Comment	Response
7.1	Douglas	Freeman	General Public (Public Hearing Testimony)	Additional Analysis, Flight Routing	[A So I just want the record to show, you know, the Weequahic Park is adjacent to several of the runways of the airport and I really haven't been experiencing the noise for quite some time and before it really didn't affect us because we had a community center that was mostly cinder blocks, but now we had built a facility thanks to the New Jersey Governor, Phil Murphy, that it has a lot of glass on the outer parameters of the building. Today, I was talking to a constituent in our area and it was the plane was so loud. It looked like it was departing from the airport because of the way it was traveling. It was so loud that I couldn't even speak and it was shaking the building. So we're concerned because of the amount of glass that we had actually in the on this particular project in the Weequahic Park. We just want to make sure that there's a study to check to make sure that there's no problems structurally with our building and] [B maybe that we can rectify it by moving the planes over a couple of pieces away from our actual building.]	 A- This comment regarding Weequahic Park and the community center is acknowledged and memorialized in Appendix F of the NCP. Evaluation of potential structural impacts associated with aircraft noise is outside the scope of the EWR Part 150 Study, which focuses solely on aircraft noise and land use compatibility. Please refer to Topic Specific Response #1 –Scope of the EWR Part 150 Study for more information on the main components of the Part 150 study. B- The Port Authority acknowledges that noise sensitive locations outside the 65 dB DNL contour (such as Weequahic Park) can be affected by aircraft noise. As discussed in Section 1.6 of the EWR NCP and according to FAA's Part 150 regulations, all land uses located outside the 65 DNL are compatible with aircraft noise. The Port Authority is committed to working with the communities to help address their noise concerns both within and outside of the regulatory confines of Title 14 CFR Part 150.
7.2	Douglas	Freeman	General Public (Public Hearing Testimony)	Public Participation	So I just want, you know, the Port Authority to also know that, you know, in the past we have had the Part 150 meetings in Weequahic Park and we are going to reconvene some of these meetings. I know the last one was right I think it was like 2018 I believe it was. We want to also have our community residents at the table in these discussions. The Days Inn in the Weequahic area is a major concern for us because this is the revitalization project off the Southport of North New Jersey. We have	The Port Authority acknowledges the comment, and it will be memorialized in Appendix F of the NCP. The public engagement portion of the EWR Part 150 Study has concluded. However, EWR Program Management Measure 6: Continue Community Outreach Activities will enable the Port Authority Noise Office to continue supporting and maintaining meaningful dialogue with the communities, the FAA, and other aviation stakeholders regarding aircraft noise at EWR. In collaboration with FAA and representatives of nearby communities, the Port Authority facilitated the



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nse
ndtable to provide the munication with the Port noise, and to seek feasible EWR Roundtable lic.
t side of the park is of Chancellor Ave & k, NJ 07112. Please CP report for all EWR noise at the following website: ov/aircraft-noise-locations/. The noise prepared using noise Part 150 regulations.
wledges the comment, ed in Appendix F of the cion in the study that aft noise on wildlife ons are outside the scope case refer to Topic Specific

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					talked to Port Authority and we have also dealt with NJIT in the city of Newark and there's the plan is we're doing a study for the airport village. So that's something that we definitely want to continue to have these studies and we want to make sure environmentally that there's a sound piece.	development of the EWR Roundtable to provide the community with ongoing communication with the Port Authority and the FAA about noise, and to seek feasible ways to manage aircraft noise. EWR Roundtable meetings are open to the public.
7.3	Douglas	Freeman	General Public (Public Hearing Testimony)	Noise Monitoring	Now I also want to make the put this on the record that we want to identify where are devices that are being or where are they placed to study the noise? I believe it was one on Elizabeth avenue and Lions Avenue, but I wasn't sure whether or not one was actually placed in the park because anyone can answer that piece for me about the actual equipment and where is it placed at in the Southport of North New Jersey. Thank you.	The noise monitor on the west side of the park is located near the intersection of Chancellor Ave & Elizabeth Ave, Hillside, Newark, NJ 07112. Please reference Figure 1-7 in the NCP report for all EWR noise monitor locations, also found at the following website: https://aircraftnoise.panynj.gov/aircraft-noise-monitors/ewr-noise-monitor-locations/ . The noise contours for this study were prepared using noise modeling, as required by the Part 150 regulations.
8.1	Douglas	Freeman	General Public (Public Hearing Testimony)	Wildlife, Public Participation	Good evening again. [A I just wanted to add a few more comments in regards to the noise the Part 150 Noise Draft studies. I see that we have information about the human decibel levels, but I didn't hear any information about the wildlife. We got deer, we have waterfowl, like ducks and geese and the different things in our neighborhood. And is there any information in the study that shows where we can gather this information about the effects of the airplane noise to our wildlife? Just want to put that on the record.] [B And then is there someone in the Port Authority that can reach out to our office at 973-877-9772 or by email at community@weequahicpark.com? That's community@weequahicpark.com.] [A I want	 A- The Port Authority acknowledges the comment, and it will be memorialized in Appendix F of the NCP. There is no information in the study that shows the effects of aircraft noise on wildlife because wildlife evaluations are outside the scope of the Part 150 Study. Please refer to Topic Specific Response #1 –Scope of the EWR Part 150 Study for more information on the main components of the Part 150 study. B- The Port Authority, through its Noise Office, continuously strives to work with the public to minimize noise impacts. The Noise Complaint Hotline can be used to submit complaints and/or concerns, and thus provide the Noise Office with valuable information regarding aircraft noise in the community. Please leave a message at the following number and a representative of the Port



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					to see if we can have this discussion environmentally to make sure that the planes are not affecting our wildlife if, you know, we are restoring Weequahic Park. And in doing this restoration project, we are making sure that we look at all aspects of the park from the trees, the wildlife and the human participants and the patrons that come to Weequahic Park.] So I just want to put this on the record. And this is representing Essex County, Weequahic Park and also representing the Southport of Newark in the city of Newark New Jersey and the residents - there are over 40,000 people within this area.	Authority Noise Office will respond: 1-800-225-1071.
8.2	Douglas	Freeman	General Public (Public Hearing Testimony)	Noise Monitoring	I want to also put it on the record about the Dayton Street senior buildings. It's already known that seniors have a loss of hearing by just a factor of age I would say and we want to make sure that there is a device somewhere near the I believe we have five to seven senior buildings that are in this particular area and it's closest to the airport for us when it comes to the south, when it looks at when you look at the residential area. So we want to make sure that this part of the study is there. I did listen to Gene, but it seemed like Gene did not have all the information regarding our particular area.	The Port Authority acknowledges the comment, and it will be memorialized in Appendix F of the NCP. Dayton Street was included in the study area for this project (see Section 2.2 of the EWR Noise Exposure Map Report, located here: http://panynjpart150.com/EWR FNEM.asp for a description on how the study area was defined). As set forth in Topic Specific Response 1, the EWR NCP is focused on the identification of measures to reduce or mitigate noise exposure in areas that are exposed to 65 dB DNL. The Dayton Street senior buildings are outside of the 65 DNL contour line. Figure 1-7 on page 1-19 of the NCP presents the Noise Exposure Map for the five-year forecast conditions (2024) and Table 1-4 shows noise-sensitive sites within the 2019 and 2024 reported DNL contour intervals. Existing EWR noise monitor locations can be found at the following website: https://aircraftnoise.panynj.gov/aircraft-noise-monitors/ewr-noise-monitor-locations/. The Port Authority is not recommending additional noise



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						monitors as part of this NCP. However, if you are interested in a temporary noise monitor being installed at the location, please contact the Port Authority's Noise Office at 1-800-225-1071. The noise contours for this study were prepared using noise modeling, as required by the Part 150 regulations.
8.3	Douglas	Freeman	General Public (Public Hearing Testimony)	Scope of the EWR Part 150, Public Participation	[A Does the noise pollution also I know that this is not connected, but there's algae and these things going on in our park. We want to make sure that's not affected by the planes and fuel and things that are coming from the plane. So I do know that there's rumors of droppage of fuels, you know, we don't want that to be a rumor, but that's not part of this actual study, but we do want a study in that also.] [B So we're looking forward for someone from Port Authority calling us and we can sit down as we used to before Covid and have these discussions, all right? I just wanted to put this on the record.]	 A- The Port Authority acknowledges the comment, and it will be memorialized in Appendix F of the NCP. Algae and fuel related emissions are outside the scope of the Part 150 Study. Please refer to Topic Specific Response #1 – Scope of the EWR Part 150 Study for more information on the main components of the Part 150 Study. B- Please leave a message at the following number to request a meeting and a representative of the Port Authority's Noise Office will respond: 1-800-225-1071.
9.1	Hardy	Freeman	General Public (Public Hearing Testimony)	Flight Frequency, Health and Other Environmental Concerns, Flight Routing	Yeah. [A My concern is that we have a lot of airplanes at different times – so many different times of the month so close to the backyard and over the house] [B and I was concerned about the combustion residue and the visanne (phonetic) that's in the plane fuel.] And yeah. [C We wonder can they do anything in terms of rerouting the planes over a less populated area] and I'd be happy and – [B 'cause this combustion residue causes a lot of asthma and health problems and that's why I say] – I'm finished.	A- The Port Authority acknowledges the comment, and it will be memorialized in Appendix F of the NCP. Flight schedules and general frequency of flights at EWR are largely driven by passenger demand, weather, local market demographics, number of nearby airports and other factors. Neither the Port Authority nor the FAA determine flight schedules. Please refer to Topic Specific Response #2 – Flight Frequency for more information on the numerous factors that affect the time of day that flights operate at EWR. Information on the altitudes of arriving and



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10.1	James H.	Young, Jr.	General Public (Public Hearing Testimony)	Altitude, Frequency of Flights	Okay. My concern is the loud noise that comes across my home across my house where I live. This evening it was horrific. I thought it was going to land on the roof because of how loud it was and we've been having this problem I live at 141 Hansbury Avenue and I've lived here since 1990. And we had problems before, but looked like recently, and particular to night this evening it was very, extremely loud. I thought, you know, it was going to land on the roof because of how close it was how loud it was, I'm sorry. So I'm concerned about that.	departing aircraft can be found in the response to Comment 3.1 A. B- Evaluation of residue and other emissions from the combustion of aircraft fuel is outside the scope of the Part 150 Study. Please refer to Topic Specific Response #1 – Scope of the EWR Part 150 Study for more information on the main components of the Part 150 study. C- The Noise Abatement Measures included in the EWR NCP (see Chapter 2) include measures that route planes over less populated areas. The FAA will evaluate recommended measures individually with respect to a criteria framework and determine whether each measure merits approval, disapproval, or further review for the purposes of Part 150. Following this determination, the FAA will issue a Record of Approval. Please see Section 1.4 of the EWR NCP for a list of requirements. The Port Authority acknowledges that persons residing at locations outside the 65 dB DNL contour (such as your residence) can be affected by aircraft noise. The Port Authority's Noise Complaint Hotline can be used to submit complaints and/or concerns, and thus provide the Noise Office with valuable information regarding aircraft noise in the community. A noise complaint can be submitted by either calling the Noise Complaint Hotline at 1-800-225-1071 or visiting https://aircraftnoise.panynj.gov/submit-a-noise-complaint/. Each noise complaint received is compiled in a database, verified for accuracy, analyzed, and mapped to report information on noise complaints by location/neighborhood.



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						Please also see the response to Comment 3.1 A for more information on the altitudes of arriving and departing aircraft.
11.1	Denise	Cole	General Public (Public Hearing Testimony)	Noise Level, Health Effects	Okay. [A I live at in the Southport of North New Jersey at 2 Keer Avenue and I've been living there for the last 21 years and for the last 21 years, the airplanes flying over our homes in that port, the noise is horrendous at night and even more so during the day, during the normal business hours. The planes sound like they are so loud, they sound like they're going to land in the neighborhood or there's going to be a crash and it's been going on forever.] [B My people who work, people who are retired like myself in that home and watching television, it interferes and I'm concerned -I've been complaining about the noise of these airplanes forever and] [C I'm concerned about what else are they emission over our community because I have asthma,] so - [A and they fly so low. It looks like they are going to land in our community. So I'm concerned with that and I hope that the study shows that and they try a different paths for these airplanes.] Thank you so much and that is the end of my comment.	 A- Please refer to <i>Topic Specific Response #2 – Flight Frequency</i> for more information on flight schedules. Please also see the response to Comment 3.1 A for more information on the altitudes of arriving and departing aircraft B- The Port Authority acknowledges that persons residing at locations outside the 65 dB DNL contour (such as your residence) can be affected by aircraft noise. The Port Authority's Noise Complaint Hotline can be used to submit complaints and/or concerns, and thus provide the Noise Office with valuable information regarding aircraft noise in the community. A noise complaint can be submitted by either calling the Noise Complaint Hotline at 1-800-225-1071 or visiting https://aircraftnoise.panynj.gov/submit-a-noise-complaint/. Each noise complaint received is compiled in a database, verified for accuracy, analyzed, and mapped to report information on noise complaints by location/neighborhood. The Port Authority provides noise complaint reports to the FAA on a monthly basis for informational purposes. C- Evaluation of air emissions from aircraft is outside the scope of the Part 150 Study. Please refer to <i>Topic Specific Response #1 – Scope of the EWR Part 150 Study</i> for more information on the main components of the Part 150 study.



ID	First Name	Last Name	Commenter Type & Source	Topic(s)	Comment	Response
12.1	Leroy	Simon	General Public (Public Hearing Testimony)	Nighttime Noise, Quality of Life	My name is Leroy Simon, last name S-I-M-O-N. I've lived I'm a resident at 2-21 E at 27 Foster Street. And I'd like to know what is it that we can do about these airplanes that's flying over us at night. The sound is so loud. It sounds like big military airplanes flying over us. I had to go up on the roof to look to see if I see any military airplanes and it disturbs me and I had to close the doors on the balcony every day if I want to watch TV and I'd like to know if there's anything we can do about that. Thank you very much.	The Port Authority acknowledges that persons residing at locations outside the 65 dB DNL contour (such as your residence) can be affected by aircraft noise. The Port Authority undertook the EWR Part 150 Study to quantify noise exposure in communities surrounding EWR and to identify noise abatement measures that are expected to reduce or mitigate noncompatible land uses. The measures recommended in the EWR NCP are intended and expected to reduce noise exposure in the communities around EWR that are within the 65 DNL and higher contours.



Appendix F.4

Written Material Submitted to Operator



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Jerome Feder (jerry.fe@verizon.net) Union County Air Traffic Advisory Board 789 Knollwood Terrace Westfield, NJ 07090 October 14, 2021

Ayo Olanipekun Port of New York and New Jersey 4 World Trade Center 150 Greenwich Street, 18th Floof New York, NY 10007

Dear Mr. Olanipekun:

1.1 The Union County Air Traffic Noise Advisory Board supports the use of the easterly commercial corridor adjacent to Newark Liberty International Airport (EWR) as a noise abatement corridor for departures. As a member of the Technical Advisory Committee (TAC), I was appreciative and gratified to see that a number of the suggestions made within the TAC incorporated into the noise abatement recommendations. These suggestions included making as much use as possible of the non-noise sensitive areas to the east of EWR, especially the exploration of more easterly departure headings for Runway 22 departures.

Noise Abatement Measure 12 in the draft report, ("Implement Nighttime "New Jersey Turnpike" Departure Procedures for Runwasys 22L and 22R") refrains from turning nighttime departures to the west at night before they reach 10,000 feet of altitude. As shown in Table 2-27, this shows noise abatement benefit. The Union County Air Traffic Noise Advisory Board supports this procedure. I would like to clear up a possible point of confusion with respect to a comment made by Mr. Robert Belzer, President of the New Jersey Coalition Against Aircraft Noise (NJCAAN), who expressed concern about a New Jersey Turnpike Departure Procedure for Runway 22 as possibly "problematic." Please be informed that some years back, a different procedure with a similar title (including the words "New Jersey Turnpike") was offered in a different study. This former procedure held traffic over populated areas of Elizabeth longer, and was harmful from a noise abatement perspective. I have discussed this with Mr. Belzer, and he agrees that the procedure offered as Noise Abatement Measure 12 in the present study is a net positive from a noise abatement perspective and is not "problematic."

Based on the modeling results, it does appear that the Part 150 has found some worthwhile noise reduction opportunities. As the airspace evolves, I urge all concerned to continue to search for further opportunities in this direction.

Thank you for this opportunity to comment.

Chairman, Únion County Air Traffic Advisory Board

Cc: Mr. Robert Belzer, NJCAAN



October 10, 2021

New Jersey Coalition Against Aircraft Noise P.O. Box 554 Scotch Plains, NJ 07076

> Ayo Olanipekun Port Authority of New York and New Jersey 4 World Trade Center 150 Greenwich Street, 18th Floor New York, NY 10007

Dear Mr. Olanipekun:

2.1 The New Jersey Coalition Against Aircraft Noise (NJCAAN) supports the use of the easterly commercial corridor adjacent to Newark Liberty International Airport (EWR) for the continued use as a noise abatement corridor for both departure and arrival traffic into and out of EWR.

The existing noise abatement procedure requires a 190-degree heading for Runway 22 departures and a 60-degree heading for Runway 4 departures. NJCAAN supports the continued use of these noise abatement procedures. Further, the Technical Advisory Committee (TAC) analyzed a more easterly departure procedure particularly for Runway 4 departures (65-degree and 70-degree headings) that showed additional noise benefits. However, the LaGuardia terminal airspace could conflict with more easterly headings. The TAC recommended continued modeling of the more easterly heading and also potential adjustments to the LaGuardia terminal airspace as an accommodation. NJCAAN supports both measures.

The TAC also is analyzing utilizing the NJ Turnpike as a departure procedure for both Runway 22 and Runway 4 departures. While Runway 22 departures over the NJ Turnpike appears problematic from a noise abatement perspective, Runway 4 departures over the NJ Turnpike appears promising and NJCAAN supports this measure.

2.2 Finally, the TAC modeled an offset approach for Runway 4 arrivals that also would keep traffic to the east over the commercial corridor. While the airline representatives highlighted operational concerns regarding this procedure, NJCAAN supports it as a potential additional noise abatement procedure if it is operational feasible.

Yours truly,

Robert Belzer President

Abel Below



PORT AUTHORITY OF NEW YORK AND NEW JERSEY
NEWARK LIBERTY INTERNATIONAL AIRPORT
PART 150 STUDY DRAFT NOISE COMPATIBILITY PROGRAM
VIRTUAL PUBLIC HEARING
October 7, 2021
7:00 P.M.
B E F O R E:
CHRISTINE AHLFELD,
MODERATOR
MGR REPORTING, INC., 1
1-844-MGR-RPTG



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PROCEEDINGS

2 3 MR. CAMPBELL: Good evening everyone and welcome to the virtual public hearing 4 5 for the Newark Liberty International Airport Draft Noise Compatibility Program. We are waiting for 6 7 everyone to have a chance to log in and will begin 8 shortly. Hi, everyone. Again, if you are 9 10 just joining us, we are waiting on people to get 11 logged in and we will begin shortly. 12 Once again, good evening. My name 13 is Nick Campbell. On behalf of the Port Authority 14 of New York and New Jersey, welcome to the virtual 15 public hearing for the Newark Liberty International 16 Airport, Part 150 Study Draft Noise Compatibility 17 Today's hearing will start with Program, or NCP. 18 opening remarks followed by our comment session for 19 the public record. Oral comments will be accepted 20 during the comment session from preregistered participants. 21 22 You can register to speak any time 23 until 9:00 p.m. by the Q and A, which can be 24 accessed by clicking the button at the bottom of

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Please note that questions and



your screen.

25

1	comments received by the Q and A will not be
2	included as part of the project record. Today's
3	hearing is being recorded for Port Authority record
4	keeping purposes only.
5	If you're experiencing technical
6	issues, you can contact a technical team by the Q
7	and A function. Attendees will be muted and will
8	have cameras disabled. We have optimized the
9	webinar settings to have all attendees in gallery
10	view. While you have the option to change your view
11	settings in Zoom, we recommend you do not adjust it
12	as we have set it currently for the best viewing
13	experience. I'll pause for a moment to give anyone
14	having technical issues a chance to contact us by
15	the Q and A.
16	Now I would like to introduce Ayo
17	Olanipekun from the Port Authority of New York and
18	New Jersey.
19	MR. OLANIPEKUN: Good evening. My
20	name is Ayo Olanipekun and I'm the program manager
21	for the Part 150 Studies for Teterboro and Newark
22	Liberty International Airport.
23	I'd like to thank everyone for
24	taking the time to be with us today and learn more
25	about the Newark Liberty International Airport Part



1	150 and its specific measures the Port Authority is
2	recommending to reduce airport noise and
3	noncompatible land uses in and around the airport.
4	The Newark Liberty International
5	Airport Part 150 Study has been ongoing since 2015
6	reaching the key milestones of the acceptance of the
7	Final Noise Exposure Map in 2019 and now the public
8	release of the Newark Liberty International Airport
9	Draft NCP in September 2021.
10	In a few moments, we'll begin the
11	public comment portion of the hearing for the Newark
12	Liberty International Airport Draft NCP's
13	recommended noise abatement, land use and
14	programatic measures the Port Authority is
15	recommending for inclusion in the Newark Liberty
16	International Airport Final NCP for submittal to the
17	FAA for review and approval.
18	The Port Authority would like to
19	extend a special thank you to the FAA for their
20	ongoing involvement and support throughout this
21	study's process. We'd also like to thank all the
22	agencies, organizations, elected officials and
23	community groups that have supported the Newark
24	Liberty International Airport Part 150 Study either
25	through our technical advisory committee and/or our



1	previous informational workshops.
2	Our public commenting period is
3	open until October 15th and there are a number of
4	ways you can submit comments as shown on your
5	screen. All comments must be postmarked by
6	October 15th to be included as part of the official
7	project record. All these comments will be
8	considered equally by the Port Authority and FAA
9	regardless of how they were submitted.
10	I will now turn the hearing over
11	to our moderator to begin the public comment portion
12	of the meeting.
13	MS. AHLFELD: Thank you, Ayo.
14	My name is Christine Ahlfeld and I
15	will be your moderator for the public comment
16	portion of this hearing.
17	I would like to go over some
18	ground rules before we begin to hear public
19	comments. Each registered speaker will be allowed
20	three minutes to provide their comments. If you
21	would like to speak but have not registered, please
22	make that request by $9:00$ p.m. through the Zoom Q
23	and A function located at the bottom of your screen.
24	Please note that we will not be responding to
25	comments or question in this meeting, but all



Newark Liberty II	nternational Airport Noise Compatibility Program Page F-37
1	comments submitted will become part of the meeting
2	record and responses will be included in the Newark
3	Liberty International Airport Final NCP.
4	I ask that you please address your
5	comments to the subject at hand, which is the Newark
6	Liberty International Airport Part 150 Study or the
7	measures included in draft NCP. Please use
8	respectful language in your communications as our
9	technical host reserves the right to mute or remove
10	participants that violate these standards of
11	conduct.
12	As previously mentioned, there are
13	several ways to make an official project comment.
L 4	In addition to providing oral comments this evening,
15	you can send written comments to the email and
L 6	mailing addresses shown on your screen. All
17	comments will be considered equally by the Port
18	Authority and the FAA regardless of how they were
19	submitted.
20	I will be calling the names of

those who have registered to speak in the order of registration. Elected officials will be offered the opportunity to speak first. We will post the names of the next group of five speakers in the chat. Please turn this function on, so you can see when

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21

22

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100	
1	your turn is coming up.
2	You can access the chat by
3	clicking on the chat button in your Zoom toolbar.
4	You can register to speak any time until 9:00 p.m.
5	by typing your speaker request in the Q and A.
6	Again, we would like you if you need to request
7	to speak, if you have not already preregistered to
8	speak, please make that request through the ${\tt Q}$ and ${\tt A}$
9	function.
10	When your name is called, your
11	microphone will be unmuted by the meeting host.
12	Please allow a moment for that to occur and please
13	have your microphone volume up. I will then ask you
14	to state your full name, spell your last name and
15	state your affiliation for the record. After that,
16	I will begin to time your statement.
17	As a reminder, we will be limiting
18	comments to three minutes. Your remaining time will
19	be shown on the screen and I will let you know when
20	your time is up. The comment portion of this
21	hearing lasts until 9:00 p.m However, if speakers
22	are still waiting as time approaches, we will try to
23	accommodate them as needed.
24	I will now begin to call our

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preregistered speakers. Okay.

25

1	Our next few speakers will be
2	Councilman Laurence Crump, Kim Gaddy, Gaetano
3	Lardieri, Viva White and Wynnie-Fred Victor Hinds.
4	Councilman Crump? Councilman Crump, are you here?
5	We will now unmute you.
6	(No response.)
7	MS. AHLFELD: Okay. How about Kim
8	Gaddy?
9	(No response.)
10	MS. AHLFELD: Okay. Next speaker
11	Gaetano Lardieri.
12	(No response.)
13	MS. AHLFELD: All right. Viva
14	White.
15	(No response.)
16	MS. AHLFELD: Okay. Next speaker
17	Wynnie-Fred Victor Hinds.
18	MS. HINDS: Good evening.
19	MS. AHLFELD: Good evening.
20	MS. HINDS: Thank you for doing
21	this. I attended the earlier
22	MS. AHLFELD: Can I just stop you
23	for one second? Can I get you to state your full
24	name for the record, please. And then spell your
25	last name.



1 MS. HINDS: Wynnie, W-Y-N-N-I-E 2 hyphen, capital F-R-E-D. Last name, Victor Hinds, 3 V-I-C-T-O-R, H-I-N-D-S. 4 MS. AHLFELD: Okay. You can now 5 begin. Please make your comments. 3.1 6 MS. HINDS: Okay. Yes. I attended 7 the previous planning studies and I had asked a few questions and they were answered. And I noted that 8 9 there was some concern by members of the community 10 about the noise and the proximity of the planes 11 flying nearly onto -- it seemed -- I guess they said 12 they were on top of the buildings at Weequahic Park. Though I haven't experienced it myself, but I would 13 14 just like to put this on record that it should be looked into, you know, even though the guy -- the 15 16 representative, I forget his name. He answered, but 17 it wasn't an answer that, you know, that the 18 community members were happy with. 19 And so I just wanted to make sure 20 that the community's concerns will be taken 21 seriously and they will be investigated and, you 22 know, taken into consideration and that we will have 23 community input and we will -- and the whole process 24 will be transparent and, you know, just to make sure 25 that our concerns are taken into consideration and

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1	we are included in the process and whatever
2	suggestions and ideas that we offer are taken
3	seriously. Thank you.
4	MS. AHLFELD: Thank you for your
5	comment.
6	Okay. Our next several speakers
7	are Telaya Spencer, Douglas Freeman, Terrance
8	Bankston and Maggie Freeman. Do we have Telaya
9	Spencer? I see her. Telaya Spencer, can you are
10	you unmuted? Okay. We can't hear her. Okay.
11	Let's move to Douglas Freeman. Mr. Freeman, are you
12	there? Mr. Freeman, we can't hear you.
13	Mr. Freeman, can you unmute yourself?
14	(No response.)
15	MS. AHLFELD: Okay. All right.
16	We're going to have to circle back then. Okay. How
17	about Terrance Bankston?
18	(No response.)
19	MS. AHLFELD: Okay. Maggie
20	Freeman. Okay. Maggie, I can see that you're
21	there. Okay.
22	MS. FREEMAN: Can you hear me?
23	MS. AHLFELD: Yes, I can. Can you
24	please state your full name for the record and then
25	spell your last name, please?



1		MS. FREEMAN: Sure. Maggie
2		Freeman, F-R-E-E-M-A-N.
3		MS. AHLFELD: Okay. Please go
4		ahead and make your comments.
5	4.1	MS. FREEMAN: The Weequahic Park
6		and Dayton Street communities are very concerned
7		about the low-flying aircrafts that impact our area.
8		We would like Port Authority to revisit our
9		communities and talk to us directly about plans or
10		some type of concessions that would help homeowners,
11		residents, business owners with their properties
12		because we are being inundated with low flying
13		aircraft that are shaking our homes. They're
14		causing health concerns in our schools with our
15		children and so on. We definitely need Port
16		Authority involved more than what we've seen in the
17		past and we're looking for that to happen in the
18		near future.
19		MS. AHLFELD: Thank you for your
20		comments. Okay. All right. We're going to circle
21		back. I think the only other one of our
22		preregistered speakers was Douglas Freeman. Mr.
23		Freeman, can you take yourself off of mute? There
24		should be a little red button right next to your
25		down on the left hand sign, left corner of your Zoom



1	toolbar. Okay. All right. I see that we have
2	Telaya Spencer. Ms. Spencer, do you want to take
3	yourself off of mute and provide your comments?
4	(No response.)
5	MS. AHLFELD: I'm just going to go
6	through our list one more time. I don't think we
7	have any of these other people or other
8	preregistered speakers. If you would okay.
9	Okay. Ms. Spencer, your hand is raised. All right.
10	Okay. I think at this time I think we have a
11	couple of people that don't have mics enabled, so
12	we're going to try to get you guys a phone number to
13	to call into the meeting via phone. Just give me
14	two seconds to get that number, okay, and we'll put
15	this in the chat, too. The call in number is
16	646-558-8656. Okay. And we're putting we just
17	put the phone number and the meeting I.D. in the
18	chat.
19	Okay. In the meantime if anybody
20	is on the line that did not preregister to speak and
21	would like to do so, please type that request into
22	the Q and A and we'll add you to our list. Okay.
23	To unmute yourself from your phone, you need to
24	press *9.
25	I just noticed we have a new



1		number joining. Can the person that is on the phone
2		number with the last four digits 7862, please push
3		*9 to unmute yourself? I see that your hand is
4		raised. Hi, we can hear you.
5		MS. SPENCER: Hi. My name is Telaya
6		Spencer. My concerns are about keeping
7		MS. AHLFELD: Ms. Spencer, I'm
8		sorry. I don't mean to interrupt you and it's
9		fantastic that we can hear you. Can you just state
10		your you stated your first name. Can you just
11		spell you last name for the record please.
12		MS. SPENCER: S-P-E-N-C-E-R.
13		MS. AHLFELD: Thank you. Now you
14		can begin our comments.
15	5.1	MS. SPENCER: My comments are about
16		the airplanes that's flying above our city and that
17		we are not being kept upfront about what's going on
18		concerning our health issues, the residents and we
19		would like the Port Authority to come out and speak
20		with our residents before they make any decisions.
21		MS. AHLFELD: Is that the I just
22		want to check. Ms. Spencer, is that the end of your
23		comments?
24		MS. SPENCER: Yes, ma'am.
25		MS. AHLFELD: Okay. Thank you very

1		much.
2		MS. SPENCER: Thank you.
3		MS. AHLFELD: Okay. Okay. All
4		right. We do not have any of our other
5		preregistered speakers. Again, if you did not
6		register to speak and would like to make comments,
7		please make that request in the Q and A. We are
8		here to we are here 'till 9:00 this evening. And
9		I was just informed that we do have another one of
10		our commentors, Terrance Bankston. Hi, Mr.
11		Bankston. Okay. Can you state your full name please
12		and spell your last name for the record?
13		MR. BANKSTON: My full name is
14		Terrance L. Bankston. My last name is spelled B as
15		in boy, A-N-K-S-T-O-N.
16		MS. AHLFELD: Okay. Thank you. You
17		can now begin your comments.
18	6.1	MR. BANKSTON: So I wanted to just
19		comment on the particularly the Port
20		Authority/Amazon Airport matter and just some of the
21		work that I've been doing in the community. And
22		starting with me growing up here I had shared over
23		the weekend with some community folks how since a
24		young age I grew up on Sheer (phonetic) Avenue
25		I can remember throughout the day being in the

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1	backyard, being upstairs in the attic in my living
2	room and randomly just feeling the house shake
3	throughout the day and often throughout the night.
4	As a person growing up in the
5	community, who drives through the community, who
6	also deals with represents Perry University New
7	Jersey. So I've talked to a lot of parents, a lot
8	of folks who travel throughout Southport community.
9	It's just been a consistent nuisance generationally
10	in terms of just what we felt is the disregard I'll
11	say or disrespect in terms of feelings or matters
12	related to the Port. I'll put it that way because
13	it's not necessarily about one particular instance
14	and them not or us many of us not feeling like
15	you all are consistent in being true allies with the
16	community knowing that we're clearly right here in
17	your neighborhood and impacted by the number of
18	trucks that travel through or again, the number of
19	planes.
20	And then here comes this Amazon
21	deal, which I was made aware no one that I was
22	advocating with, organizing with over the past two
23	months for a community press conference that we had
24	on yesterday, was I made aware of a deal that would
25	be coming to Amazon. So it was pretty much in queue



1	to be signed and we're talking again about more
2	planes. We're talking about an increased number of
3	Southward residents who are grateful for being able
4	to have an employment opportunity, but we want to be
5	treated with respect and dignity. And then just
6	again, the environmental hazards that it puts on our
7	community.
8	The last thing I will share in the
9	last few seconds in just our experience in the park.
10	Much different than when we go to a park in Millburn
11	or even some aspects of Union. We hear birds
12	chirping. We immediately hear ducks flapping around
13	or paddle boats in the water, but in our community,
14	we hear honking horns and car accidents and a lot of
15	those things are often caused by the high traffic
16	and the truckers and their disregard for coming
17	through our community as well.
18	I thank the commission for this
19	time to just be able to share my syntheses.
20	MS. AHLFELD: Thank you,
21	Mr. Bankston. Okay. Douglas Freeman, can you do
22	we have a microphone for you?
23	(No response.)
24	MS. AHLFELD: Okay. I don't think
25	he's Mr. Freeman, can you I just want to make



1	sure that we're giving you an opportunity to speak.
2	Can you take yourself off of mute or would you like
3	to use the call-in number that we put in the chat?
4	(No response.)
5	MS. AHLFELD: Okay. At this time
6	none of our other registered speakers are here. I
7	just want to remind everybody to that we are here
8	until 9:00 tonight. If you think of something, if
9	you have additional comments that you would like to
10	make, please put that request in the Q and A and we
11	will add you to our list.
12	At this time because we do not
13	have any other registered speakers, we are going to
14	take an off-camera break. Again please, if you
15	would like to make comments, make that request
16	through the Q and A and we will come back online and
17	hear your comments. Thank you.
18	(Whereupon, a recess was taken.)
19	MS. AHLFELD: Hi, everyone. For
20	those of you that are still hanging on with us, just
21	a reminder that our hearing is open until 9:00 p.m.
22	If you would like to register to make oral comments,
23	please make that request through the Q and A.
24	Again, we are here 'till 9 p.m.
25	tonight. If you would like to register to provide

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oral comments, please make that request through the 1 2 Q and A and once we have more registered speakers, 3 we will come back online. Thank you. 4 (Whereupon, a recess was taken.) MS. AHLFELD: Mr. Free --5 6 Mr. Freeman, Douglas Freeman, we noticed you're 7 logged in twice. Can you --8 MR. DOUGLAS FREEMAN: Okay. I'm on 9 a phone. I had to go back to --10 MS. AHLFELD: No, no, we can hear 11 you. 12 MR. DOUGLAS FREEMAN: Oh, okay. 13 How you doing today? 14 MS. AHLFELD: I'm fine. Thank you. 15 Can you just state your name and then spell your 16 last name for the record? 17 MR. DOUGLAS FREEMAN: All right. 18 Douglas Freeman, F-R-E-E-M-A-N. MS. AHLFELD: Okay. Thank you. You 19 20 can begin your comments. 7.1 21 MR. DOUGLAS FREEMAN: Okay because 22 I was typing, but I didn't know -- okay. So I just 23 want the record to show, you know, the Weequahic 24 Park is adjacent to several of the runways of the 25 airport and I really haven't been experiencing the



1 noise for quite some time and before it really didn't affect us because we had a community center 2 3 that was mostly cinder blocks, but now we had built a facility thanks to the New Jersey Governor, Phil 4 5 Murphy, that it has a lot of glass on the outer 6 parameters of the building. 7 Today, I was talking to a constituent in our area and it was -- the plane was 8 9 so loud. It looked like it was departing from the 10 airport because of the way it was traveling. It was 11 so loud that I couldn't even speak and it was 12 shaking the building. So we're concerned because of the 13 14 amount of glass that we had actually in the -- on this particular project in the Weequahic Park. 15 16 just want to make sure that there's a study to check 17 to make sure that there's no problems structurally 18 with our building and maybe that we can rectify it by moving the planes over a couple of pieces away 19

7.2 So I just want, you know, the Port 21 22 Authority to also know that, you know, in the past 23 we have had the Part 150 meetings in Weequahic Park 24 and we are going to reconvene some of these 25 meetings. I know the last one was right -- I think

from our actual building.

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20

1		it was like 2018 I believe it was. We want to also
2		have our community residents at the table in these
3		discussions. The Days Inn in the Weequahic area is
4		a major concern for us because this is the
5		revitalization project off the Southport of North
6		New Jersey. We have talked to Port Authority and we
7		have also dealt with NJIT in the city of Newark and
8		there's the plan is we're doing a study for the
9		airport village. So that's something that we
10		definitely want to continue to have these studies
11		and we want to make sure environmentally that
12		there's a sound piece.
13	7.3	Now I also want to make the put
14		this on the record that we want to identify where
15		are devices that are being or where are they
16		placed to study the noise? I believe it was one on
17		Elizabeth avenue and Lions Avenue, but I wasn't sure
18		whether or not one was actually placed in the park
19		because anyone can answer that piece for me about
20		the actual equipment and where is it placed at in
21		the Southport of North New Jersey. Thank you.
22		MS. AHLFELD: Okay. Thank you.
23		Thank you for your comments.
24		MR. DOUGLAS FREEMAN: Okay.
25		MS. AHLFELD: I don't think any of



```
our other preregistered speakers are on the line.
1
2
          At this time, I will -- I'm just going to run
3
           through our names again just to be on -- just to be
          sure. Do we have Councilman Laurence Crump?
4
5
                              (No response.)
6
                              MS. AHLFELD: How about Kim Gaddy?
7
                              (No response.)
                              MS. AHLFELD: Gaetano Lardieri.
8
9
                              (No response.)
10
                              MS. AHLFELD: Viva White.
11
                              (No response.)
12
                              MS. AHLFELD: Okay. Again, if you
13
          would like to register to speak, if you've made
          comments, you'd like to make additional comments,
14
15
          please put that request in the Q and A and we will
16
           add you to our list, but for the time being, because
17
          we do not have any more registered speakers, we are
          going to go back on an off-screen break.
18
                                                      Thank vou.
19
                              (Whereupon, a recess was taken.)
20
                              MS. AHLFELD: Hi, everyone.
21
          have -- we have a request for some additional
          comments from Mr. Freeman.
22
23
       8.1
                              MR. DOUGLAS FREEMAN: Good evening
24
          again. I just wanted to add a few more comments in
25
           regards to the noise -- the Part 150 Noise Draft
```



1	studies. I see that we have information about the
2	human decibel levels, but I didn't hear any
3	information about the wildlife. We got deer, we
4	have waterfowl, like ducks and geese and the
5	different things in our neighborhood. And is there
6	any information in the study that shows where we can
7	gather this information about the effects of the
8	airplane noise to our wildlife? Just want to put
9	that on the record.
10	And then is there someone in the
11	Port Authority that can reach out to our office at
12	973-877-9772 or by email at
13	community@weequahicpark.com? That's
14	community@weequahicpark.com.
15	I want to see if we can have this
16	discussion environmentally to make sure that the
17	planes are not affecting our wildlife if, you know,
18	we are restoring Weequahic Park. And in doing this
19	restoration project, we are making sure that we look
20	at all aspects of the park from the trees, the
21	wildlife and the human participants and the patrons
22	that come to Weequahic Park.
23	So I just want to put this on the
24	record. And this is representing Essex County,
25	Weequahic Park and also representing the Southport

```
of Newark in the city of Newark New Jersey and the residents -- there are over 40,000 people within this area.
```

I want to also put it on the 4 8.2 5 record about the Dayton Street senior buildings. 6 It's already known that seniors have a loss of 7 hearing by just a factor of age I would say and we want to make sure that there is a device somewhere 8 9 near the -- I believe we have five to seven senior 10 buildings that are in this particular area and it's 11 closest to the airport for us when it comes to the 12 south, when it looks at -- when you look at the residential area. So we want to make sure that this 13 14 part of the study is there.

8.3 regarding our particular area. Does the noise pollution also -- I know that this is not connected, but there's algae and these things going on in our park. We want to make sure that's not affected by the planes and fuel and things that are coming from the plane.

I did listen to Gene, but it

So I do know that there's rumors of droppage of fuels, you know, we don't want that to be a rumor, but that's not part of this actual

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15

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1	study, but we do want a study in that also. So
2	we're looking forward for someone from Port
3	Authority calling us and we can sit down as we used
4	to before Covid and have these discussions, all
5	right? I just wanted to put this on the record.
6	MS. AHLFELD: Thank you,
7	Mr. Freeman.
8	MR. DOUGLAS FREEMAN: All right.
9	MS. AHLFELD: Okay. Again, we
10	don't have any registered speakers at this time. If
11	you would if you've previously given comments and
12	would like to speak again, please make that request
13	in the Q and A. We are here until 9:00 tonight to
14	listen to your comments. Again, please make your
15	speaker requests in the Q and A and until we have
16	more registered speakers, we are going to go on an
17	off-screen break. Thank you.
18	(Whereupon, a recess was taken.)
19	MS. AHLFELD: Okay. We're back.
20	We've gotten some other requests to speak. The
21	attendee that is on the that is on the phone, the
22	last four digits 4626, you need to hit *9 in order
23	to unmute. Okay. I see that you have your hand
24	raised. Can you can you unmute yourself? You
25	have to hit since you're on the phone, you need



```
1
          to hit *9.
2
                              (No response.)
3
                              MS. AHLFELD: Okay. The phone
          number with the last four digits 4626, I see that
4
5
          you have your hand raised. I'm trying to get to
6
          you. Can you please, since you're on the phone, hit
7
          *9 to unmute?
8
                              (No response.)
9
                              MS. AHLFELD: Okay. We're not
10
          having any luck here. Okay. We're going to see if
11
          we can try to work with our caller and -- oh.
12
                              MR. HARDY FREEMAN: Yeah, I'm here.
13
                              MS. AHLFELD: Okay. Great. Can we
14
          have your first and last name, please and then spell
          your last name for the record?
15
16
                              MR. HARDY FREEMAN: The first is
17
          Hardy. Last is Freeman, F-R-E-E-M-A-N.
18
                              MS. AHLFELD: Okay. Thank you.
                                                               Gο
          ahead and make your comment.
19
     9.1
20
                              MR. HARDY FREEMAN: Yeah.
                                                         Mv
          concern is that we have a lot of airplanes at
21
22
          different times -- so many different times of the
23
          month so close to the backyard and over the house
          and I was concerned about the combustion residue and
24
25
          the visanne (phonetic) that's in the plane fuel.
```



1	And yeah. We wonder can they do anything in terms
2	of rerouting the planes over a less populated area
3	and I'd be happy and 'cause this combustion
4	residue causes a lot of asthma and health problems
5	and that's why I say I'm finished.
6	MS. AHLFELD: Okay. Thank you.
7	Thank you, Mr. Freeman for your comment.
8	MR. HARDY FREEMAN: You're welcome.
9	MS. AHLFELD: Okay. Looks like we
10	have another phone caller or another attendee on
11	the phone. Last four digits 5271, to take yourself
12	off of mute, since you are on the phone you need to
13	hit *9. Could you please do that now?
14	(No response.)
15	MS. AHLFELD: Did we get them? No,
16	they just left. Okay. We'll hang on to see if they
17	reconnect just for a couple of seconds. Again, if
18	any of our remaining attendees would like to make
19	additional comments, please type that request in the
20	Q and A and we will add you to our list. Okay.
21	We're going to continue to monitor
22	the attendees as well as the Q and A and for the
23	time being until we that phone caller rejoins us
24	or until we get some more registered speakers, then
25	we're going to take an off-screen break. Thank you.



25	10.1	MR. YOUNG: Okay. My concern is
24		begin making your comments.
23		MS. AHLFELD: Okay. Great. You can
22		H. Young Jr., Y-O-U-N-G.
21		MR. YOUNG: Yes, my name is James
20		and then spell your last name?
19		Can you please state your full name for the record
18		okay. The other person muted themselves. Okay.
17		MS. AHLFELD: Okay. So 2603
16		MR. YOUNG: That's my number.
15		that's not my number.
14		MS. COLE: No, that's yeah,
13		MR. YOUNG: No, that's my number.
12		digits of your phone number is 2603, then yes.
11		MS. AHLFELD: Yes, if the last four
10		referring to me?
9		MS. COLE: Yes. Hello. Are you
8		unmuted.
7		last four digits 2603. Okay. I can see that you're
6		you're on the phone. Can you please do that? The
5		yourself off of mute, you need to hit *9 since
4		number with the last four digits 2603, to take
3		like we have a couple of new commentors. The phone
2		MS. AHLFELD: Hi everyone. Looks
1		(Whereupon, a recess was taken.)



1	the loud noise that comes across my home across
2	my house where I live. This evening it was
3	horrific. I thought it was going to land on the
4	roof because of how loud it was and we've been
5	having this problem I live at 141 Hansbury Avenue
6	and I've lived here since 1990. And we had problems
7	before, but looked like recently, and particular to
8	night this evening it was very, extremely loud.
9	I thought, you know, it was going to land on the
10	roof because of how close it was how loud it was,
11	I'm sorry. So I'm concerned about that.
12	MS. AHLFELD: Okay. Is
13	Mr. Young, is that the end of your comment?
14	MR. YOUNG: Yes, it is.
15	MS. AHLFELD: Okay. Thank you very
16	much. Okay. The phone number with the last four
17	digits 9015, can you please push *9 to take yourself
18	off of mute?
19	MS. COLE: Hello.
20	MS. AHLFELD: Hi. Can you please
21	state your full name and spell your name for the
22	record?
23	MS. COLE: My name is Denise Cole.
24	D-E-N-I-S-E, last name Cole, C-O-L-E.
25	MS. AHLFELD: I'm sorry, Ms. Cole.

You can begin making your comments. 1 11.1 2 MS. COLE: Okay. I live at -- in 3 the Southport of North New Jersey at 2 Keer Avenue and I've been living there for the last 21 years and 4 5 for the last 21 years, the airplanes flying over our 6 homes in that port, the noise is horrendous at night 7 and even more so during the day, during the normal business hours. The planes sound like -- they are 8 9 so loud, they sound like they're going to land in 10 the neighborhood or there's going to be a crash and 11 it's been going on forever. 12 My -- people who work, people who are retired like myself in that home and watching 13 14 television, it interferes and I'm concerned -- I've been complaining about the noise of these airplanes 15 16 forever and I'm concerned about what else are they -- emission over our community because I have 17 18 asthma, so -- and they fly so low. It looks like 19 they are going to land in our community. So I'm concerned with that and I 20 21 hope that the study shows that and they try a 22 different paths for these airplanes. Thank you so 23 much and that is the end of my comment. MS. AHLFELD: Thank you. Okay. 24 25 The person -- or the phone number with the last four

```
1
          digits 5374, if you wish to make a comment, please
          take yourself off of mute by pressing *9. Okay. I
2
3
          see that you've unmuted yourself. Can you please
          state your name and spell your last name for the
4
5
          record, please?
                              MR. SIMON: My name is Leroy Simon,
6
     12.1
7
          last name S-I-M-O-N. I've lived -- I'm a resident
          at 2-21 E at 27 Foster Street. And I'd like to know
8
9
          what is it that we can do about these airplanes
10
          that's flying over us at night. The sound is so
11
                 It sounds like big military airplanes flying
12
          over us. I had to go up on the roof to look to see
          if I see any military airplanes and it disturbs me
13
14
          and I had to close the doors on the balcony every
          day if I want to watch TV and I'd like to know if
15
16
          there's anything we can do about that. Thank you
17
          very much.
18
                              MS. AHLFELD: Thank you. Okay.
19
          It's almost 8:30. We have about 30 minutes left of
20
          our public comment period for this hearing.
          don't have any other registered speakers at this
21
22
          time. If people who made comments previously would
23
          like to do that again, please -- or make additional
24
          comments, excuse me, please type that request in the
25
          Q and A and since we do not have any more registered
```

```
1
          speakers, we are going to take an off-screen break.
2
          Thank you.
3
                              (Whereupon, a recess was taken.)
                              MS. AHLFELD: Hi, we're back.
4
                                                             ΤО
5
          the phone number that just joined us, last four
6
          digits 3275, can you please -- if you would like to
7
          make a comment, can you please take yourself off of
          mute by hitting *9? Last four digits 3275, you
8
          have to take -- you have to hit *9 to take yourself
9
10
          off of mute.
11
                              (No response.)
12
                              MS. AHLFELD: All right. We'll
          give them a couple of more seconds. Anybody on the
13
14
          phone, last four digits 3275, that just joined us?
          Okay. Maybe you don't wish to speak then. Okay.
15
16
          Okay and then I think again, we don't have any more
17
          registered speakers. So we are going to take --
18
          we're going to be off camera, but we're still here
19
           'till 9:00. We've got about 25 minutes left and
20
          once we get some additional commentors that -- or
21
          attendees that would like to speak, we'll be back
22
          online.
23
                              (Whereupon, a recess was taken.)
                              MS. AHLFELD: We're back. We are
24
25
          taking public comments for the Newark Liberty
```



Newark Lib	Page F-63
1	International Airport Part 150 Study Draft Noise
2	Compatibility Program. For those wishing to
3	register to speak, type your name in the Q and A
4	function at the bottom of your screen. For those on
5	telephones who wish to speak, you can hit *6 to
6	raise your hand. We are here until 9:00 p.m.
7	tonight taking your comments.
8	Again, if you're online and you
9	would like to register to provide more comments,
10	please type that request in the Q and A. For those
11	of you on the phone, if you wish to speak, please *6
12	six to raise your hand. Okay. We've got about
13	20 minutes or so left. Like I said, we're here
14	until 9:00 p.m. We'll be back in a little bit, but
15	for now we're going to take an off-camera break.
16	(Whereupon, a recess was taken.)
17	MS. AHLFELD: Hi, everyone. Thanks
18	for hanging on the line with us. Again, we are
19	our hearing goes until 9:00 p.m. We're taking public
20	comments for the Newark Airport Part 150 study and
21	Draft Noise Compatibility Program. If you would
22	like to provide oral comments for the project
23	record, please type that request into the Q and A
24	function. If you are on the phone and would like to

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provide oral comments, you can let me know that



25

1	you'd like to do that by raising your hand and to do
2	that, you need to hit *6 on your phone.
3	So again, we are we're here.
4	We are online until 9:00 p.m. If you would like to
5	make oral comments, please type that request into
6	the Q and A or if you are on the phone, hit *6 to
7	raise your hand. And since we do not have any
8	registered speakers at this time, we will be going
9	back on a break. Thank you.
10	(Whereupon, a recess was taken.)
11	MS. AHLFELD: Okay. It is now 9:00
12	and we do not have any additional registered
13	speakers.
14	That concludes the public comment
15	portion of this hearing.
16	I will now turn it back over to
17	Ayo Olanipekun from the Port Authority of New York
18	and New Jersey for some closing remarks. Ayo.
19	MR. OLANIPEKUN: Thank you,
20	Christine for your excelent work moderating this
21	event as well as Nick Campbell, our technical host.
22	On the behalf of the Port
23	Authority of New York and New Jersey, the Federal
24	Aviation Administration, representatives from the
25	New York Liberty International Airport Office, the



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1	media group, technical support and our consultant
2	team consisting of HOH and FHI, I'd like to thank
3	you, the public for taking time to participate in
4	the Newark Liberty International Airport Part 150
5	workshop and public hearing. We appreciate your
6	time, participation and continued interested in the
7	Newark Liberty International Airport Part 150 study
8	and look forward to continuing the dialogue as we
9	gather your additional comments until October 15.
10	It is now 9:00 p.m. and this
11	concludes the Newark Liberty International Airport
12	Part 150 virtual public hearing. Thank you again
13	and good night.
14	(Whereupon, at 8:59 p.m., the
15	meeting concluded)
16	
17	
18	
19	
20	
21	
22	
23	
24	
25	



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1
 2
     STATE OF NEW YORK )
 3
     SS.
 4
     COUNTY OF NEW YORK )
 5
 6
 7
                      I, ALEXIARA PIERCE, a Shorthand
 8
      (Stenotype) Reporter, do hereby certify that the
 9
     foregoing pages 1 through 36, taken via Zoom, is a
10
     true and correct transcription of my shorthand notes.
                      IN WITNESS WHEREOF, I have hereunto
11
     set my name this 21 of October, 2021.
12
13
14
15
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18
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21
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Appendix G

Noise Compatibility Program Measures Suggested by Stakeholders



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In conducting the Part 150 stakeholder engagement process, the Port Authority received many suggestions for NCP measures. This appendix lists the measures considered in the Newark Liberty International Airport (EWR) Noise Compatibility Program (NCP) and identifies the origin of each measure by stakeholder. These include measures suggested by the Technical Advisory Committee (TAC) during TAC meetings or through correspondence outside the meetings, measures suggested in public comments received during the development of the Newark Liberty International Airport Noise Exposure Map, measures already in existence, measures suggested by the Study Team, and measures suggested by other stakeholder groups.



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Table G-1: Considered Measures in the NCP and Stakeholder Proposers

Recommended / Not Recommended	Measure Name	Stakeholder Proposer	Location in Document
	Noise Abatement (NA) Measures		
Recommended	EWR NA Measure 1: Design and Implement an Offset Approach Procedure to Runway 22L	TAC, The Study Team & Public Comment	Section 2.2 Recommended Noise Abatement Measures, beginning
	EWR NA Measure 2: Continue Use of Easterly Departure Headings on Runways 4L and 4R	Existing, TAC & Public Comment	on page 2-4
	EWR NA Measure 3: Continue Use of Easterly Departure Headings on Runways 22L and 22R	Existing, TAC & Public Comment	
	EWR NA Measure 4: Determine and Implement Optimal Easterly Departure Headings on Runways 4L and 4R	TAC & Public Comment	
	EWR NA Measure 5: Determine and Implement Optimal Easterly Departure Headings on Runways 22L and 22R	TAC & Public Comment	
	EWR NA Measure 6: Encourage Use of FAA-prescribed Distant Noise Abatement Departure Profile Procedures on a Voluntary Basis	TAC, The Study Team & Public Comment	
	EWR NA Measure 7: Minimize Nighttime Intersection Departures	TAC	
	EWR NA Measure 8: Implement a Nighttime Preferential Runway Use Program	TAC, The Study Team & Public Comment	
	EWR NA Measure 9: Implement Nighttime Optimized Profile Descent Procedures	TAC & Public Comment	
	EWR NA Measure 10: Implement Nighttime Unlimited Climb Procedures	TAC & Public Comment	
	EWR NA Measure 11: Implement Nighttime "New Jersey Turnpike" Departure Procedures for Runways 4L and 4R	TAC & Public Comment	
	EWR NA Measure 12: Implement Nighttime "New Jersey Turnpike" Departure Procedures for Runways 22L and 22R	TAC & Public Comment	
	EWR NA Measure 13: Continue Existing Mandatory Departure Noise Limit	Existing	
Not Recommended for	Increase the Arrival Glide Slope	TAC & Public Comment	Section 2.3 Noise Abatement
Inclusion in this NCP	Turn Northbound Departures over West Hudson Park after Departing Runways 4L or 4R	Public Comment	Measures Considered but Not Recommended for Inclusion in
	Develop and Implement a Rotational Runway Use Program & Alternate Departure Procedure/South Arrivals	TAC & Public Comment	this NCP, beginning on page 2-73
	Increase Displaced Distance for Arrival Thresholds on Runways 4L/22R and 4R/22L	TAC & Public Comment	
	Implement an Aircraft Arrival Sequencing Program	TAC	
	Implement Simultaneous Arrival/Departure Procedures to the Parallel Runways	TAC	
	Add a Third Parallel Runway East of Runway 4R/22L	Public Comment	
	Design, Install and Use End-Around Taxiways	TAC	
	Install Noise Barriers	TAC	
	Control the Number/Types of Aircraft and Discourage Traffic Increases	TAC & Public Comment	
	Remove Restricted Airspace over the Atlantic Ocean near New York/New Jersey	Public Comment	
	Use of De-rated Thrust Departure Procedures	TAC & Public Comment	



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Recommended / Not Recommended	Measure Name	Stakeholder Proposer	Location in Document			
Land Use (LU) Measures						
Recommended	EWR LU Measure 1: Corrective: Sound Insulate Eligible Dwelling Units	TAC, The Study Team & Public Comment	Section 3.2 Recommended Corrective Land Use			
	EWR LU Measure 2: Corrective: Sound Insulate Eligible Non-Residential Noise- Sensitive Structures	TAC, The Study Team & Public Comment	Management Measures, beginning on page 3-5			
	EWR LU Measure 3: Preventive: Port Authority Assistance with Establishing an Airport Noise Overlay Zone	TAC & The Study Team	Section 3.3 Recommended Preventative Land Use Management Measures, beginning on page 3-14			
Not Recommended for	Corrective: Acquire Avigation Easements	The Study Team	Section 3.4, Land Use			
Inclusion in this NCP	Corrective: Acquire Noncompatible Residential Parcels	TAC & The Study Team	Management Strategies			
	Preventive: Implement Cooperative Land Use Agreements	The Study Team	Considered but not			
	Preventive: Raise Minimum Building Standards	TAC & The Study Team	Recommended for Inclusion in			
	Preventive: Implement Rezoning of Land Uses	The Study Team	this NCP, page 3-16			
	Preventive: Include Airport Noise in Real Estate Disclosures	The Study Team				
	Program Management (PM) Measures	1				
Recommended	EWR PM Measure 1: Maintain Noise Office	Existing	Section 4.2 Recommended			
	EWR PM Measure 2: Maintain Noise and Operations Management System (NOMS)	Existing	Program Management			
	EWR PM Measure 3: Maintain Public Flight Tracking Portal	Existing	Measures, beginning on page			
	EWR PM Measure 4: Maintain Noise Complaint Management System	Existing	4-4			
	EWR PM Measure 5: Maintain Noise Office Website	Existing				
	EWR PM Measure 6: Continue Community Outreach Activities	TAC & The Study Team				
	EWR PM Measure 7: Establish a Community Planners Forum	TAC & The Study Team				
	EWR PM Measure 8: Establish and Manage a Fly Quiet Program	TAC, The Study Team & Public Comment				
	EWR PM Measure 9: Make Aircraft Noise Contours Available in a Geographic Information System (GIS)	TAC, The Study Team & Public Comment				
	EWR PM Measure 10: Update the Noise Exposure Map	TAC, The Study Team & Public Comment				
	EWR PM Measure 11: Update the Noise Compatibility Program	TAC, The Study Team & Public Comment				
	EWR PM Measure 12: Port Authority to Coordinate with FAA on Development and Implementation of NextGen Procedures	The Study Team				



Appendix H

Noise Compatibility Program Implementation Schedule



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For planning purposes, the Port Authority expects that the various elements of the EWR Noise Compatibility Program can be initiated within the timeframe identified below. Some measures are continuations of programs already in place; these are listed in Table H-1. Table H-2 identifies the measures that can be initiated within a year of FAA approval and Table H-3 contains the measures that would have a schedule dependent upon external factors/pandemic recovery. Table H-4 contains the measures for which a schedule has not yet been determined.

Measures Already in Place at EWR

Table H-1: Measures Already in Place Sources: HMMH and Port Authority, 2022.

Responsible Parties	Estimated Costs	Funding sources	Requirements	
EWR Noise Abatement Measure 2: Continue Use of Easterly Departure Headings on Runways 4L and 4R				
The FAA.	Not Applicable.	Not Applicable.	Existing measure – No requirements to implement.	
Responsible Parties	Estimated Costs	Funding sources	Requirements	
EWR Noise Abatement Me	asure 3: Continue Use of Easterly Departure Headings	on Runways 22L and 22R		
The FAA.	Not Applicable.	Not Applicable.	Existing measure – No requirements to implement.	
Responsible Parties	Estimated Costs	Funding sources	Requirements	
EWR Noise Abatement Me	asure 13: Continue Existing Mandatory Departure Nois	e Limit		
The Port Authority.	Not Applicable.	Not Applicable.	Existing measure – No requirements to implement.	
Responsible Parties	Estimated Costs	Funding sources	Requirements	
EWR Program Management Measure 1: Maintain Noise Office				
The Port Authority.	The FAA does not fund program operating expenses. The Port Authority will continue to fund the operation of the Noise Office. Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	Port Authority.	Port Authority approval for additional staff if and when required.	
Responsible Parties	Estimated Costs	Funding sources	Requirements	



Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Program Managen	nent Measure 2: Maintain Noise and Operations Managen	nent System (NOMS)	
The Port Authority.	The FAA does not fund program operating expenses. The Port Authority will continue to fund the maintenance of the existing system. However, if a system upgrade and/or replacement is needed in the future, then the cost is expected to be to be approximately \$90,000. If any of the existing noise monitors need to be replaced and/or upgraded in the future, then the cost for hardware and installation of one noise monitor is expected to be approximately \$35,000. Only noise monitors within the FAA-accepted NEM are eligible for AIP funding. These cost estimates are determined based on the development of the existing system as a baseline with added future anticipated cost for system upgrades and/or replacement. The cost for the implementation of this measure is eligible to be partially funded by the FAA.	For system replacement and/or upgrades of eligible components: 80 percent FAA Airport Improvement Program grants and 20 percent Port Authority. Funding for maintenance of the existing system and for system replacement and/or upgrades of noneligible components will be provided by the Port Authority. Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	FAA approval of this measure; and Port Authority to secure funding for system replacement and/or upgrades.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Program Managem	nent Measure 3: Maintain Public Flight Tracking Portal		
The Port Authority.	The FAA does not fund program operating expenses. The Port Authority will continue to fund the maintenance of the existing system. However, if a system upgrade and/or replacement is needed in the future, then the cost is expected to be approximately \$4,000. The cost estimate is determined based on the development of the existing system as a baseline with added future anticipated cost for system upgrades and/or replacement. The cost for the implementation of this measure is eligible to be partially funded by the FAA.	For system upgrades: 80 percent FAA Airport Improvement Program grants and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	FAA approval of this measure; and Port Authority to secure funding for the system upgrades.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Program Managem	nent Measure 4: Maintain Noise Complaint Management	System	



Responsible Parties	Estimated Costs	Funding sources	Requirements
The Port Authority.	The FAA does not fund program operating expenses. The Port Authority will continue to fund the maintenance of the existing system. However, if a system upgrade and/or replacement is needed in the future, then the cost is expected to be to be approximately \$4,000. The cost estimate is determined based on the development of the existing system as a baseline with added future anticipated cost for system upgrades and/or replacement. The cost for the implementation of this measure is eligible to be partially funded by the FAA.	For system upgrades: 80 percent FAA Airport Improvement Program grants and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	FAA approval of this measure; and Port Authority to secure funding for the system upgrades.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Program Managemen	it Measure 5: Maintain Noise Office Website		
The Port Authority.	The FAA does not fund program operating expenses. The Port Authority will continue to fund maintenance and upgrades of the Noise Office website. Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	Not applicable.	Existing measure – No requirements to implement.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Program Managemen	t Measure 6: Continue Community Outreach Activities		
The Port Authority.	No FAA funding is required to implement, and the Port Authority will continue its community outreach activities.	Not applicable at this time; the Port Authority would seek reimbursement if funding becomes available in the future. Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	Existing measure – No requirements to implement.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Program Managemen	nt Measure 9: Make Aircraft Noise Contours Available in	n a Geographic Information System (GIS)	
The Port Authority.	No FAA funding is required to implement, and the Port Authority has used available information and methods to make the contours available.	Not applicable.	Existing measure – No requirements to implement.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Program Managemen	it Measure 12: Port Authority to Coordinate with FAA o	n Development and Implementation of NextGen Pro	ocedures
The FAA is responsible to	The expected costs associated with the development and	The FAA	FAA approval.



Responsible Parties	Estimated Costs	Funding sources	Requirements
design, test and implement the NextGen flight procedure as well as complete the environmental review under NEPA if required.	implementation of NextGen procedures are internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. The costs to implement such procedures within the FAA are unknown, and an FAA Airport Improvement Program grant would not be required.		Implementation may require an environmental study under NEPA.

Measures to be Initiated at EWR within One Year of FAA Record of Approval

Table H-2: Measures to be Initiated within One Year of FAA Record of Approval Sources: HMMH and Port Authority, 2019.

Responsible Parties	Estimated Costs	Funding sources	Requirements		
EWR Noise Abatement Measure 1: Design and	WR Noise Abatement Measure 1: Design and Implement an Offset Approach Procedure to Runway 22L				
The development, safety review, environmental review, and the decision whether to implement flight procedures consistent with procedure development criteria is the sole responsibility of the FAA. The Port Authority will request that the development process be initiated, then will work with NY TRACON and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under the National Environmental Policy Act (NEPA); the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are unknown and internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. An FAA Airport Improvement Program grant would not be required.	The FAA.	FAA approval. Implementation may require an environmental study under NEPA. Note: an offset approach to Runway 22L at night is required for a proposed noise abatement procedure at TEB.		
Responsible Parties	Estimated Costs	Funding sources	Requirements		
EWR Noise Abatement Measure 4: Determine	and Implement Optimal Easterly Departure Heading	gs on Runways 4L and 4R			
Development, safety review, environmental review, and the decision whether to implement flight procedures consistent with procedure development criteria is the sole responsibility of the FAA. The Port Authority will request that the development process be initiated, then will work	The expected costs associated with the development and implementation of this procedure are unknown and internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. An FAA Airport Improvement Program grant would not be required.	The FAA.	FAA approval. Implementation may require an environmental study under NEPA.		



Responsible Parties	Estimated Costs	Funding sources	Requirements
with NY TRACON and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under the National Environmental Policy Act (NEPA); the FAA would be the responsible party to complete such a study.			
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Noise Abatement Measure 5: Determine	and Implement Optimal Easterly Departure Headin	gs on Runways 22L and 22R	·
Development, safety review, environmental review, and the decision whether to implement flight procedures consistent with procedure development criteria is the sole responsibility of the FAA. The Port Authority will request that the development process be initiated, then will work with NY TRACON and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under the National Environmental Policy Act (NEPA); the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are unknown and internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. An FAA Airport Improvement Program grant would not be required.	The FAA.	FAA approval. Implementation may require an environmental study under NEPA.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Noise Abatement Measure 6: Encourage	Use of FAA-prescribed Distant Noise Abatement De	eparture Profile Procedures on a \	oluntary Basis
Pilots are responsible for the operation of their aircraft. The Port Authority will request that aircraft operators begin using NADP 2 as available by aircraft type. Implementation of this measure may require an environmental study as required under the National Environmental Policy Act (NEPA); the FAA would be the responsible party to complete such a study.	The expected costs associated with the implementation of this procedure are unknown and internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. An FAA Airport Improvement Program grant would not be required.	The FAA (if NEPA is required).	FAA approval of an environmental study under NEPA.
Responsible Parties	Estimated Costs	Funding sources	Requirements



Responsible Parties	Estimated Costs	Funding sources	Requirements
Selection among available runways for use by aircraft is the responsibility of the FAA and requesting pilots. The Port Authority will request that the development process for this measure be initiated and will then work with FAA personnel to implement the measure. Implementation of this measure may require an environmental study as required under the National Environmental Policy Act (NEPA); the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are unknown and internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. An FAA Airport Improvement Program grant would not be required.	The FAA.	FAA approval. Implementation may require an environmental study under NEPA.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Noise Abatement Measure 8: Implement	a Nighttime Preferential Runway Use Program		
The Port Authority will request that the development process be initiated, then will work with ATCT and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under the National Environmental Policy Act (NEPA); the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are unknown and internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. An FAA Airport Improvement Program grant would not be required.	The FAA.	FAA approval. Implementation may require an environmental study under NEPA.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Noise Abatement Measure 9: Implement	: Nighttime Optimized Profile Descent Procedures		
Development, safety review, environmental review, and the decision whether to implement flight procedures consistent with procedure development criteria is the sole responsibility of the FAA. The Port Authority will request that the development process be initiated, and then will work with NY TRACON and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under the National Environmental Policy Act (NEPA); the	The expected costs associated with the development and implementation of this procedure are internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. These costs are unknown, and an FAA Airport Improvement Program grant would not be required.	The FAA.	FAA approval. Implementation may require an environmental study under NEPA.



Responsible Parties	Estimated Costs	Funding sources	Requirements
FAA would be the responsible party to complete such a study.			
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Noise Abatement Measure 10: Implemer	nt Nighttime Unlimited Climb Procedures		
Development, safety review, environmental review, and the decision whether to implement flight procedures consistent with procedure development criteria is the sole responsibility of the FAA. The Port Authority will request that the development process be initiated, then will work with NY TRACON and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under the National Environmental Policy Act (NEPA); the FAA would be the responsible party to complete such a study.	The expected costs associated with the development and implementation of this procedure are unknown and internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. An FAA Airport Improvement Program grant would not be required.	The FAA.	FAA approval. Implementation may require an environmental study under NEPA.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Noise Abatement Measure 11: Implemen	t Nighttime "New Jersey Turnpike" Departure Proce	edures for Runways 4L and 4R	
Development, safety review, environmental review, and the decision whether to implement flight procedures consistent with procedure development criteria is the sole responsibility of the FAA. The Port Authority will request that the development process be initiated, then will work with NY TRACON and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under the National Environmental Policy Act (NEPA); the FAA would be the responsible party complete such a study.	The expected costs associated with the development and implementation of this procedure are unknown and internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. An FAA Airport Improvement Program grant would not be required.	The FAA.	FAA approval. Implementation may require an environmental study under NEPA.
Responsible Parties	Estimated Costs	Funding sources	Requirements



Responsible Parties	Estimated Costs	Funding sources	Requirements
Development, safety review, environmental review, and the decision whether to implement flight procedures consistent with procedure development criteria is the sole responsibility of the FAA. The Port Authority will request that the development process be initiated, then will work with NY TRACON and other FAA personnel to further study and develop this procedure. Implementation of this measure may require an environmental study as required under the National Environmental Policy Act (NEPA); the FAA would be the responsible party complete such a study.	The expected costs associated with the development and implementation of this procedure are unknown and internal to the FAA (e.g., Air Traffic Organization) and other coordinating agencies. An FAA Airport Improvement Program grant would not be required.	The FAA.	FAA approval. Implementation may require an environmental study under NEPA.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Land Use Measure 3: Port Authority Assi	stance with Establishing an Airport Noise Overlay Zo	one	
The local jurisdiction responsible for land use zoning is responsible for development and implementation.	\$25,000 per jurisdiction to allow each jurisdiction to prepare an airport noise overlay zone and for the Port Authority to provide assistance to each jurisdiction to implement.	80 percent FAA Airport Improvement Program grants and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	FAA approval.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Program Management Measure 7: Estab	lish a Community Planners Forum		
The Port Authority.	At this time there is no cost to implement as Port Authority would provide the venue for the meeting.	Not applicable.	FAA's approval of this measure; and Port Authority to initiate a Community Planners Forum.
Responsible Parties	Estimated Costs	Funding sources	Requirements
EWR Program Management Measure 8: Estab	lish and Manage a Fly Quiet Program		
The Port Authority.	Establishment of a Fly Quiet Program may cost approximately \$150,000, based on previous efforts at other airports.	80 percent FAA Airport Improvement Program grants and 20 percent Port Authority (If determined to be eligible	FAA's approval of this measure; and Port Authority to develop



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Responsible Parties	Estimated Costs	Funding sources	Requirements
		for AIP funding). Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	the Fly Quiet Program.

Measures with Schedule Dependent Upon External Factors/Pandemic Recovery

Table H-3: Measures with Schedule Dependent Upon External Factors/Pandemic Recovery Sources: HMMH and Port Authority, 2021.

Responsible Parties	Estimated Costs	Funding sources	Requirements		
EWR Land Use Measure 1: Sound Insulate Eligi	EWR Land Use Measure 1: Sound Insulate Eligible Dwelling Units ¹				
The Port Authority.	\$764 million to provide sound insulation treatments to 10,066 dwelling units and a population of 27,795, subject to the assumptions and limitations set forth in EWR Land Use Measure 1.	80 percent FAA Airport Improvement Program grants and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	FAA approval, identification of eligible properties, and funding secured to sound insulate properties.		
EWR Land Use Measure 2: Sound Insulate Elig	ible Non-Residential Noise-Sensitive Structures				
The Port Authority.	\$311 million to provide sound insulation treatments to approximately 38 facilities, based on the assumptions set forth in EWR Land Use Measure 2.	80 percent FAA Airport Improvement Program grants and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	FAA approval, identification of eligible properties, and funding secured to sound insulate properties.		



¹ Following FAA approval, Port Authority will commence the noise mitigation program that contains Measures 1 and 2. The identification of properties and securing funds will not be completed within that timeframe.

Measures for EWR without Identified Timeline

Table H-4: Measures Without Identified Timeline Sources: HMMH and Port Authority, 2021.

Responsible Parties	Estimated Costs	Funding sources	Requirements	
EWR Program Management Measure 10: Update the Noise Exposure Map				
The Port Authority.	Based on the cost of the EWR NEM development process, an NEM update may cost approximately \$2 million.	80 percent FAA Airport Improvement Program grants and 20 percent Port Authority. Costs borne by the Port Authority would be recovered through the EWR flight fee agreement.	FAA's approval of this measure; and Port Authority to secure funding for the update of the Noise Exposure Map when warranted.	
Responsible Parties	Estimated Costs	Funding sources	Requirements	
EWR Program Management Measure 11: Update	te the Noise Compatibility Program ²			
The Port Authority.	Based on the Port Authority's experience with this Study, an NCP update may range from \$300,000 to \$2,000,000.	80 percent FAA Airport Improvement Program grants and 20 percent Port Authority. Costs borne by the Port Authority would be recovered	FAA's approval of this measure; and Port Authority to secure funding for the update of Noise Compatibility Program	



² Updating the NCP would only be initiated following any revision of the NEM, and would be initiated within two years of FAA acceptance of a revised NEM.