

Measure and description	NCP pages
<p>15. Land Acquisition—Undeveloped Land. In some instances, none of the recommended preventive land use strategies would prevent an undeveloped parcel from being developed incompatibly. In those instances, the DOA may consider acquiring the property. The use of the local environmental review measure [Measure 11 in this Record of Approval] will provide notification to the DOA of such instances. The implementation process will follow the same procedures as those for developed land [Measure 8 in this ROA]. FAA Action: Approved. This measure is subject to an evaluation at the time of implementation that the property is within the DNL 65 dB contour, and to a determination that the undeveloped property either has been zoned incompatibly or is in imminent danger of being developed incompatibly unless it is acquired by the airport operator.</p>	NCP, page 49, Tables 2.2 and 3.1.
Implementation, Monitoring, and Review Actions:	
<p>16. Noise and Operations Monitoring System. The DOA will acquire and install a noise and operations monitoring system to support implementation, monitoring, and review of other NCP elements. The major components of the system will be flight track monitoring, aircraft performance monitoring, noise monitoring, user interface & database management, meteorological monitoring, audio & tower radio monitoring & recording capabilities, and aircraft & flight identification components. FAA Action: Approved.</p>	NCP, page 50 and Tables 2.2 and 3.1.
<p>17. Prepare Annual L_{dn} Contours. The DOA Noise Office will continue to develop annual L_{dn} contours to meet a PBIA commitment to an ongoing annual review of the noise contours. FAA Action: Approved.</p>	NCP, page 50 and Tables 2.2 and 3.1.
<p>18. Annual Review of Magnetic Headings. It is recommended that the FAA Air Traffic Control Tower, with DOA assistance, review the magnetic headings annually and revise the departure instructions to pilots to reflect changes in the magnetic heading of the airport's runways. FAA Action: Approved.</p>	NCP, page 51 and Tables 2.2 and 3.1.
<p>19. NEM/NCP Review. At a minimum, the NCP should call for updating the NEM at the end of the five year forecast period. If traffic levels either exceed the forecast levels by 15% or drop below the current level by 15% the DOA should review the NEM. In addition, should the annual contours show a significant difference between the annual contours and the approved NEM contours, the DOA should consider more in-depth noise analysis and potential revision of the NCP and NEM. A significant change is defined as an area of non-compatible land use within the 65 dB LDN contour where the annual contour exceeds the relevant NEM contour set by 1.5 decibels or greater. When PBIA has a 100 percent Stage 3 airline fleet, it would be appropriate to review the NEM and NCP. FAA Action: Approved.</p>	NCP, page 51 and Tables 2.2 and 3.1.
<p>20. Runway 27R ILS. The DOA is moving ahead with plans to install an Instrument Landing System (ILS) on Runway 27R. This ILS will greatly improve adherence to the preferred arrival track for that runway. This measure was a recommended action of the previous NCP. FAA Action: Approved.</p>	NCP, page 51 and Tables 2.2 and 3.1.
<p>21. Program Publicity: Pilot Handout. Figure 2.8 presents a draft recommended pilot handout. The pilot handout would provide information on various noise abatement policies, including: detailed description of noise abatement flight paths; requested use of FAA AC 91-53 procedures and Teterboro noise abatement departure procedures; preferential runway use program; and ground runup procedures. The DOA will distribute the bulletin. Copies also would be posted. The "Teterboro procedure" is similar to National Business Aircraft Association's (NBAA) departure procedures for aircraft weighing less than 75,000 pounds. The airport operator has stated that: (1) this is an existing NADP that is recommended as a first preference for those pilots who are familiar with the procedure and (2) the NBAA procedure is recommended for other pilots (page 38 of the NCP) and (3) pilots groups have reviewed the procedures (Air Line Pilots Association, Aircraft Owners and Pilots Association, and NBAA) (March 14, 1995, letter from PBIA). FAA Action: Approved. The most current version of the above-referenced FAA AC is 91-53A and should be appropriately referenced. The pilot handout should reflect the voluntary nature of the flight procedures, as indicated under the appropriate sections in this ROA (Measures 1, 2, and 3).</p>	NCP, page 51, Figure 2.8, and Tables 2.2 and 3.1; PBIA Noise Abatement Bulletin, March 14, 1995, letter from PBIA.
<p>22. Revise FAA Tower Order. Changes to the preferential runway use and multiple noise abatement departure flight track assignment elements in the PBIA Noise Compatibility Program will necessitate changes to FAA Order 8400.9. FAA Action: Approved. These procedures have been approved as voluntary measures in this ROA (Measures 2 and 3). The FAA by formal order under 49 USC 40103 would implement these measures, which would also be subject to applicable environmental requirements prior to implementation.</p>	NCP, page 54, Figure 2.9, and Tables 2.2 and 3.1.
<p>23. Program Publicity: National Publications. There are a number of nationally recognized publications that provide pilots with information on airport operating procedures. The DOA will request that these publications include appropriate summaries of the PBIA noise abatement procedures. FAA Action: Approved.</p>	NCP, page 54 and Tables 2.2 and 3.1.
<p>24. Public Participation: Ongoing Citizens Meetings. The DOA will continue to meet on a routine basis with the CCAN or a similar group to continue promotion of public participation and to review ongoing noise abatement measures and the implementation of the recommendations of this study. FAA Action: Approved.</p>	NCP, page 54 and Tables 2.2 and 3.1.
<p>25. Program Publicity: AIRWAVES Newsletter. The DOA will continue to publish newsletters at regular intervals to update residents and other interested parties of the status of PBIA's noise abatement program. FAA Action: Approved.</p>	NCP, page 54 and Tables 2.2 and 3.1.