

**TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)**

**SUMMARY OF MEETING**

Virtual Meeting  
 July 24, 2024, 6:00PM  
 ATTENDANCE

**TANAAC Voting Members & Representatives**

<b>TANAAC Co-Chairpersons</b>		<b>Present</b>	<b>Not Present</b>
TANAAC Co-Chairperson, Borough of East Rutherford, Paul J Griffo	Borough of Rutherford		X
TANAAC Co-Chairperson, Sherri L. Smith - Airport Manager Teterboro Airport	Port Authority of NY & NJ	X	
<b>TANAAC Member Towns</b>		<b>Present</b>	<b>Not Present</b>
Mayor Daniele Fede	Borough of Bogota		X
Peter Kortright III, Principal Planner	Bergen County Government	X	
Mayor Robert Zimmerman	Borough of Carlstadt		X
Councilmember George Cronk	Borough of East Rutherford	X	
Deputy Mayor Kathy Canestrino	City of Hackensack	X	
Mayor Ron Kistner	Borough of Hasbrouck Heights		X
Mayor Mauro Raguseo	Borough of Little Ferry		X
Councilmember Sam Conoscenti	Borough of Maywood	X	
Mayor Dennis Vaccaro	Borough of Moonachie		X
Mayor John H. Anlian	Village of Ridgefield Park		X
Mayor Vincent Bessetti	Township of Rochelle Park		X
Mayor Michael Gonnelli	Town of Secaucus		X
Mayor Yris Encarnacion	Township of South Hackensack		X
Mayor Michael Pagan	Township of Teaneck		X
Mayor John P. Watt	Borough of Teterboro		X
Mayor Paul Sarlo	Borough of Wood-Ridge		X

## Attendees

Name	Organization
Scott Marsh, Manager Operations & Security Teterboro Airport	Port Authority of NY & NJ
Rick Vander Wende, Manager of Contract Services Teterboro Airport	Port Authority of NY & NJ
Edelana Van Marter, Deputy General Manager NJ Airports	Port Authority of NY & NJ
Juan Rojas, Senior External Relations Client Manager	Port Authority of NY & NJ
Ralph Tamburro, Project Manager Aviation	Port Authority of NY & NJ
Jacob Attwood, Program Manager Aviation	Port Authority of NY & NJ
Mary-Frances Alonzo, Port Authority Property Group	Port Authority of NY & NJ
Gabriel Andino, Manager Noise Abatement Teterboro Airport	Teterboro Airport/Avports
Michael Fiscus, Assistant Manager Noise Abatement Teterboro Airport	Teterboro Airport/Avports
Alejandra Cabrera, Noise Specialist Teterboro Airport	Teterboro Airport/Avports
John Kastens, Manager, Airport Services Teterboro Airport	Teterboro Airport/Avports
Brandon Ahara, Assistant Manager, Airport Services Teterboro Airport	Teterboro Airport/Avports
Mary McCarthy, Director - NYAPIO	FAA
Luisa Peralta-Surla	FAA
Benjamin Thielen	FAA
Christine Amirian	Guest
Gary August	Guest
John Brown	Guest
Jerry Careccio	Guest
Warren Feldman	Guest
Gregory Hoffman	Guest
Dave Kingma	Guest
Matthew Murray	Guest
Lynn Paulison	Guest
Mary Pocsik	Guest
Michael Sheinfield	Guest
Mary Ellen Stickel	Guest

**TANAAC – Half Year 2024 Meeting**  
**Teterboro Airport**  
**July 24, 2024 – 6PM**  
**Virtual Meeting**  
**Summary**

Scott Marsh, Manager Operations & Security Teterboro Airport, opened the meeting and welcomed committee members and guests.

Mr. Marsh introducing Sherri L. Smith, new Manager of Teterboro Airport and TANAAC Co-Chairperson.

Ms. Smith introduced herself and welcomed everyone to the meeting.

TANAAC CO Chairperson Paul Griffo, Co-Chair was unable to attend tonight’s meeting.

Mr. Gabe Andino, Manager Teterboro Airport Noise Abatement Office, conducted a roll call attendance of TANAAC members present during the meeting. Gabe then shared the agenda for tonight’s meeting with the group and passed the meeting back to Scott for an update on operations.

Mr. Marsh proceeded with the first item on the agenda which was an Airport Operations update as summarized here:

Mr. Marsh provided details on construction projects at the Airport as follows:

- *Runway 1/19 Rehabilitation Project 2024/2025* – This project involves the rehabilitation of Runway 1/19. Work on this project commenced and will continue through the end of the year. The majority of the work will be concluded prior to Labor Day.
- *Stormwater Drainage System Rehabilitation Project 2024/2025* – This project involves the rehabilitation of stormwater drainage systems. Work on this project will commence at the end of Summer. Work will take place at various locations around the airfield with the purpose of improving the drainage swales and conveyance systems on the airport to ensure that the stormwater runoff is adequate, and we don’t have any ponding on the airport in compliance with regulations.
  - Hours of Work and Closures for these projects:
    - Weekly closures - Closures of airfield surfaces from 10:30PM to 6:30AM the following morning during weekdays.
    - Long weekend closures - Closure of Runway 1/19 from Friday 10:00PM to Sunday 12-noon on weekends.
    - Airport closures – (Sundays in August) – Airport closures will take place on the weekends in August from Sunday at 12-midnight to Sunday at 12-noon.
- *FAA - Construction of new FAA Air Traffic Control Tower* – Construction is on schedule. Commissioning of the new ATCT is expected to take place in late October 2024.

At this point Mr. Marsh then turned the meeting over to Mr. Gabe Andino, Manager Teterboro Airport Noise Abatement Office, for the next item on the agenda.

## Old Business

The meeting proceeded with the next item on the agenda which was a status update on *the Letter of Request to the FAA for Proposed Noise Abatement Measures*:

Mr. Andino turned the meeting over to Mary M. McCarthy, Director of the New York Area FAA Program Integration Office, who gave an update on the status of the proposal.

Ms. McCarthy explained that the four measures of the request have been temporarily put on hold while the FAA completes their move of the TRACON from Newark to Philadelphia this weekend.

Mr. Andino had no update on the *14 CFR Part 150 Noise Compatibility Program (NCP)*.

He provided a status update on the Fly Quiet Program as summarized here:

The Fly Quiet Program is designed to assist operators with abiding by TEB's mandatory noise regulations and recommended noise abatement practices to reduce the airport's noise profile. Performance metrics are tracked and shared with the operator community in order to make TEB's noise program more visible and accessible. Operators who receive Good Neighbor Awards for meeting airport noise abatement goals are recognized in the Annual Report. The Annual Report also highlights key metrics including jet aircraft "noise stage" data, usage of noise preferred flight procedures and usage of preferred nighttime noise abatement runways.

Annual reports for 2022/2023 are available now and can be found on the Teterboro Airport Noise Office Website: <https://aircraftnoise.panynj.gov/teb-airport-noise-office/>

## New Business

Mr. Andino turned the meeting over to Mr. Michael Fiscus, Assistant Manager, Teterboro Airport's Noise Abatement Office for the next item on the agenda which was a brief description of recent outreach and community efforts conducted by Noise Office staff as summarized here:

In June Noise Office Staff manned a Teterboro Airport exhibit at the *NBAA Regional Forum at Westchester County Airport*. This outreach effort allowed the airport to have direct contact with flight planners, operators and crew members. During this event Noise Office staff spoke about noise abatement measures and provided information on flight procedures available at Teterboro Airport including the RNAV (GPS) X Runway 19 Offset Approach.

Airport staff met with a *Rutherford Girl Scouts Troop* pursuing their Gold Award by completing the scouts' Take Action project. This achievement requires that the scouts actively learn about and seek solutions to noise issues and other community concerns. They spent a day at the airport speaking with airport staff, pilots and upper management learning about how things work at a General Aviation Airport. An informative, educational and fun day was had by all.

Mr. Fiscus went on to explain about the *Teterboro Airport Community Benefit Fund*. The Community Benefit Fund awarded 10 scholarships to local graduating high school seniors pursuing careers in Aviation/Aeronautics or STEM disciplines. The fund was started in 1986 and to date has awarded more than \$313,000 in scholarships to more than 270 students. The recipients of these scholarships are selected by Guidance Department staff from the ten local public high schools in the Teterboro Airport area. Each year we fund this scholarship through the Teterboro Airport Annual Golf Outing. Next year the golf outing will be held on May 19, 2025 at the Basking Ridge Country Club. A fun time is had by all as participants play a

round of golf, enjoy a fabulous dinner, and have an opportunity to win some prizes and generally have a great time while raising money for a very good cause. All are welcome to attend!!!

## **Noise Office Airport Statistics Report (1<sup>st</sup> Half of 2024)**

Mr. Andino continued the meeting with the next item on the agenda which was a Noise Office Statistics report for the 1<sup>st</sup> half of 2024 as summarized here:

### Aircraft Movements January to June 2024:

The airport had 83,265 total aircraft movements during the 1<sup>st</sup> half of 2024. Traffic has been relatively stable. Overall movements were down by a slight 0.42% compared to last year.

### Airport Nighttime Activity January to June 2024 (11:00PM to 6:00AM):

We had 4,112 nighttime movements between the hours of 11:00PM and 6:00AM during this period. Nighttime movements made up only 4.94% of total aircraft movements at the airport during the period of January to June. Many of these nighttime movements are essential movements. Nighttime activity was down for the first half of the year.

### Noise Exceedance Violations January to June 2024:

Noise violations are exceedances of the airport noise policy limits for aircraft taking off from Teterboro Airport as monitored by noise monitor stations located in permanent positions around the airport. So far this year the airport has issued a total of 31 first time violations and 4 second time violations. The airport has a policy of “three strikes and you are out”. This means that if an aircraft operator receives three violation notices within a two year period it can result in their aircraft being banned from operating at Teterboro Airport permanently.

### Runway Utilization January to June 2024:

For the first half of 2024 the airport was impacted by the Rehabilitation of Runway 1/19 construction project. The closures of Runway 1/19 during nighttime hours and on weekends has caused an increase in departures and arrivals to Runway 24. The most utilized runway for overall arrivals continues to be Runway 19 with 46.64% of arriving flights using this runway. The most utilized runway for overall departures was Runway 24 with 58.47% of flights departing from this runway.

### Helicopter Route Utilization January to June 2024:

The southern route to and from Manhattan was the primary helicopter route used for 70.27% of arrivals and 72.62% of departures.

### RNAV (GPS) X Runway 19 Offset approach Utilization – 2<sup>nd</sup> Quarter of 2024

*Runway 19 Arrivals: 24 Hours* – Out of a total of 11,398 arrivals, 157 utilized the offset approach. This reflected an overall 24 hour usage of 1.38%.

*Runway 19 Arrivals: (Nighttime) - 10:00PM – 7:00AM* – Out of a total of 713 arrivals during nighttime hours, 154 utilized the offset approach. This reflected a usage of 21.60%.

During late night hours the usage of Runway 19 was limited to 21.6% of nighttime arrivals due to airport construction.

### Day/Night Aircraft Noise Average – DNL(A) (January to June 2024):

RMS 101 – (7<sup>th</sup> & Berry Street in Carlstadt) – 57.1 DNL (0.0 No change)

RMS 102 – (Hamilton Street in Hasbrouck Heights) – 35.8 DNL (+0.5 increase)  
RMS 103 – (Prospect Ave – Hackensack) – 62.8 DNL (+2.3 increase)  
RMS 104 – (Park Street – Hackensack) – 51.8 DNL (-1.4 decrease)  
RMS 105 – (Bogota High School) – 50.4 DNL (+2.2 increase)  
RMS 106 – (Joseph Street – Moonachie) – 51.0 DNL (-0.8 decrease)

The increase at monitoring site RMS 103 was due to a higher number of aircraft departing to the North and flying near the site in addition to the normal Runway 1/19 arrival traffic that typically passes within range of that site. The increase in traffic at monitoring site RMS 105 was due to an increase in arrivals to Runway 24 caused by construction closures of Runway 1/19.

#### Noise Complaint - January to June 2024:

Noise complaints are trending downward compared to the last two years. The airport received 34,842 noise complaints from 646 complainants during the 1<sup>st</sup> half of 2024. 18,352 of these complaints came from 22 callers using third-party application software to register complaints.

#### Aircraft Noise Complaints – TANAAC Member Communities (Within 5-mile radius of the airport) – January to June 2024:

Communities within a 5-mile radius of Teterboro Airport that registered the most complaints were Maywood with 12,656 complaints from 11 resident, (one Maywood resident registered 12,600 of these complaints all by himself.), Rutherford registered 1,178 complaints from 35 residents, Hackensack registered 579 complaints from 81 residents and South Hackensack registered 381 complaints from 8 residents.

#### Aircraft Noise Complaints – Non-TANAAC Member Communities (Outside of 5-mile radius of the airport) – January to June 2024:

Communities outside of a 5-mile radius of Teterboro Airport that registered the most noise complaints were Newark with 11,833 complaints from 18 residents, Cresskill which registered 3,070 complaints from 58 residents, (2 Cresskill residents registered 2,605 of those complaints.), Tenafly which registered 1,809 complaints from 40 residents, (2 Tenafly residents registered 1,761 of these complaints), Branchburg which registered 1,105 complaints from 3 residents (1 Branchburg resident registered 1,089 of these complaints), and Morristown which registered 400 complaints from 10 residents. The increase in complaints from some of these communities is a result of an increase in Runway 24 arrival traffic as a result of the Runway 1/19 construction activity.

#### Noise Complaints – Nature of Disturbance – January to June 2024:

By far the majority of callers chose “Too Loud & Low” as the reason for their complaint with 27,616 callers giving this as the reason for their complaint. 425 callers said, “Too Loud” was the reason, 500 callers gave the reason as “General Complaint/Other”, 386 gave the reason as “Too Early or Late”, 104 gave a reason of “Too Frequent”, and 90 gave a reason of “Too Low”. The remaining reasons given were “Change in Flight Pattern” with 9 callers giving this reason and 6 callers said “Excessive Vibration” was the reason for their complaint. Complaint totals have some overlap since a person who files the complaint via the online format can choose more than one category when registering the nature of the complaint.

#### Noise Complaints – Regional Complaints – 2<sup>nd</sup> Quarter 2024:

The majority of complaints from within a 5-mile radius of the airport came from Hackensack, South Hackensack, and Maywood to the north of the airport. Wood-Ridge and Rutherford, to the south of the airport. A larger volume of complaints from within a 20-miles radius of the airport continue to come from areas to the north in Upper Bergen County.

## OPEN DISCUSSION

At this point Mr. Andino opened the meeting to questions and comments as summarized below:

### **Questions raised by representatives from TANAAC member towns are summarized here:**

#### *City of Hackensack:*

Deputy Mayor Kathy Canestrino of Hackensack had several questions. She asked why TRACON Air Traffic Control staff were moving to Philadelphia and wanted to know if this impacted Teterboro Airport. She asked about a discrepancy she saw in the figures provided on the slide showing total nighttime utilization of the Offset Approach for the 2<sup>nd</sup> quarter. She was very concerned about the increase in the DNL figures for Hackensack and she followed up on her request (which she had brought up at prior TANAAC meetings) for reports on data related to planes allowed to land at Teterboro airport with the potential to operate over the 100,000lb weight limit.

Ms. Mary McCarthy responded that the Newark sector of TRACON was moving to Philadelphia for staffing reasons. It had become hard to find staff to fill ATC positions at the New York TRACON building and since they had a long list of people applying to ATC positions at the Philadelphia location they made the decision to move the TRACON operation to Philadelphia. Ms. McCarthy indicated that this move had no direct impact to Teterboro airspace operation, however, the move had impacted ATC staff who would be in a transition phase as they moved and adjusted to the new location.

Mr. Andino advised Ms. Canestrino that he would look at the figures presented on the slide in question and make any necessary corrections. He indicated that the numbers may have been transposed on the slide. He will follow up with Ms. Canestrino directly.

Mr. Marsh explained to Ms. Canestrino that the Airport had a process in place for aircraft that have the capability to operate above 100,000 lbs. Operators are required to provide documentation about their aircraft that shows that the aircraft is operating below 100,000 lbs. while they are operating at Teterboro Airport for both arrival and departure. To obtain copies of this data a FOIA public records request would need to be submitted via the Port Authority of NYNJ online portal website.

Ms. Canestrino asked if there was any type of existing data report that she might have that tracks the weight of aircraft arriving and departing Teterboro.

Mr. Marsh said he would have to check to see what data is available with regard to her request. Most of the time the aircraft that are arriving are well under 100,000 lbs. just from the fact of them operating in the air for a number of hours prior to landing. Most of the time it is the departures that would be closer to the 100,000lb limit. Mr. Marsh will look into this and get back to Ms. Canestrino.

### **Questions raised by guests are summarized here:**

Mary Ellen Stickle, resident from Washington Township, asked about the time for submitting a Public Records Request.

Mr. Peter Kortright, Bergen County Government Representative, replied that depending on the volume of information requested the request should generally take approximately 7 to 10 business days depending on the scope of the request. If the scope of the request is extensive an extension can be requested.

Ms. Stickel also wanted to know if the girl scout troop had determined any type of a solution to noise pollution based on their visit.

Mr. Andino replied that the visit by the girl scout troop was information gathering at this point and he had not heard back from them on what had been accomplished but they had a year to complete their project.

Ms. Stickel asked why Kathy Canestrino who is from a TANAAC member town needed to submit a Public Records Request like everyone else.

Mr. Kortright explained that she needed to put in a Public Records Request because Ms. Canestrino does not work for the Port Authority of NY&NJ and would need to file a request in the same manner as any member of the public when requesting information.

Councilman Gregory Hoffman from Park Ridge asked for clarification on the FAA delay in response to the letter sent by TANAAC.

Ms. McCarthy explained that because of the move of TRACON from Newark to Philadelphia the FAA put working on airspace changes on hold. They need to have the move completed before they can make changes to the airspace. There is no time frame for when this will pick back up.

Mr. Hoffman renewed his request for representation for the Pascack Valley on the TANAAC committee and mentioned that the TANS group had been rebranded and was now Taxpayers for Airport Noise Solutions and *Safety*.

Mr. Kortright explained that because of the dynamics of Bergen County government structures it would be difficult to only have representation from the Pascack Valley area without giving consideration to other areas.

Jerry Careccio, resident of Park Ridge, commented on slide # 12 from the presentation. He wanted to know the reason for the increase in percentage (in air traffic) from 2021 to 2022.

Mr. Andino explained that the difference was due to COVID. During the first half of 2021 traffic was still depressed from the pandemic and by 2022 we were back to our normal traffic levels.

Mr. Careccio asked what the figure was for 2019 since this was not reflected on the slide.

Mr. Andino responded that 2019 would be similar to current traffic rates since our traffic numbers have come back to pre-pandemic levels. He also mentioned that many late night flights were medical related or essential service flights.

Mr. Careccio asked if there was a limit to the number of flights that the airport could handle. He explained that the aircraft noise was creating a quality of life issue for him and his family.

Mr. Andino explained that there was no number cap, however, the amount of flights allowed into and out of the airport was based on what ATC could safely handle at any given time.

Mr. Careccio wondered if there was a maximum number threshold that would go up in future as population in the area increased. He was concerned for the future and what he could expect going forward. He mentioned that in the last three years noise has increase dramatically over Park Ridge from jet engine aircraft that seem to be really loud and low.



Mr. Andino explained that the airport was not at capacity.

Mr. Ralph Tamburro, Port Authority Aviation Project Manager, followed up and confirm that the airport was not at capacity, however, he added that the airport's current volume was down from what it was in the 1980's. He also explained that (with the exception of the pandemic years) the demand at Teterboro airport has been relatively consistent and stable. He went on to say that there was a limit to capacity at Teterboro airport based on several factors, such as what area is available to park aircraft, runway availability, operations at other nearby airports, and other factors. It is for these reasons that one single capacity figure could not be provided. Typically, airports don't limit traffic unless there is a significant delay issue.

Mr. Andino explained that he had placed contact information for the Teterboro Airport Noise Office in the chat. He encouraged anyone with questions or concerns to reach out to the Noise Office.

Contact information for the Noise Office is below:

Teterboro Airport Noise Office Website: <https://aircraftnoise.panynj.gov/teb-airport-noise-office/>

TEB Noise Office: (201) 393-0399 email: [noiseoffice@teb.com](mailto:noiseoffice@teb.com)

Warren Feldman, resident of Woodcliff Lake, observed that the FAA had approved the alternative route to allow aircraft to fly over Route 17 as an alternate route approximately 6 or 7 years ago and not much had changed in all that time. In his opinion, what was needed was a working group, separate from TANAAC, to bring together all interested parties from the Port Authority, FAA, TANAAC, Noise Office and members of the community, to work on the issue of air traffic and noise and get some real answers. He felt that a working group might be able to obtain solid answers to these problems.

Mr. Marsh thanked Mr. Feldman and said that his suggestion of a working group would be taken into consideration.

Mr. Andino went on to add that they don't have a formal working group, but that processes are in place for the Noise Office to work with several different groups as well as the FAA on noise concerns affecting communities. The Noise Office is in the process of working on several different initiatives at the moment.

Lynn Paulison, resident of Demarest, mentioned that it would be helpful to include a Microsoft Teams link to the TANAAC meeting on the website along with the TANAAC meeting dates. She added that she had been submitting complaints via the website and asked if some type of auto populating fields could be added in order to mitigate the time it takes to submit the noise complaint. She agreed with Mr. Careccio and Mr. Feldman and added her dissatisfaction with the lack of progress on resident concerns. She went on to say that aircraft traffic and noise during the past four days over her community had been really bad and it was "not okay" She felt there must be "alternatives" than to fly over residential areas on the way to Teterboro.

Mr. Andino said that the website form can be set to Autofill via the web browser settings. He added that he could assist Ms. Paulison with this set up if needed. With regard to publishing the meeting link, this would have to be taken into consideration by the TANAAC committee. The TANAAC meeting minutes are shared on the website. The agenda is provided to the TANAAC committee members prior to each meeting. Mr. Andino went on to say that he sympathized with Ms. Paulison's frustration but wanted her to know that progress was taking place, although he acknowledged it was not as quickly as many people might like.

Christine Amirian, resident of Tenafly, echoed what was said by other residents and said she felt like the TANAAC meetings were sessions for the community to be heard but no real action for effective results was

taking place. Residents' quality of life was being affected. She felt complaints were being tabulated but that no consequences came from them. She said she would be willing to participate in any working group that is formed.

Mary Pocsik, Resident of Westwood, bought her house during the COVID pandemic when air traffic was lower. In 2020 she bought her house, in 2021 she knew she would have to move, and in May 2024 she moved. Those were the "worst four years of her life". She now rents her house because she cannot live with the aircraft noise. She considers the situation "unlivable", and the Westwood area is no longer an area of "escape" from the noise of the city. She is encouraged by the local activism, but she feels nothing really changes as a result of these TANAAC sessions.

## **CLOSING REMARKS**

At this point with no other questions/discussion Mr. Marsh thanked everyone for attending tonight's meeting and expressed his appreciation for the varied ideas presented.

The next TANAAC meeting will take place on **Wednesday, October 30, 2024 at 6PM.**

With no further business to come before the committee the meeting was adjourned by Mr. Marsh at 7:28PM.