



Quiet Flying Program

Annual Report

2022





INTRODUCTION

The program is designed to assist flight crews with abiding by the applicable noise regulations and recommended noise abatement practices to reduce the Airport's noise profile.



Teterboro Airport (TEB) is a noise-sensitive airport due to the proximity of residential communities. The Teterboro Airport Quiet Flying Program is designed to assist flight crews with abiding by the applicable noise regulations and recommended noise abatement practices to reduce the Airport's noise profile.

TEB has been a leader in Noise Abatement Policies for well over three decades, beginning in 1987 with the introduction of the Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC). The Good Neighbor Awards were created in 2003 to recognize operators for adhering to the local airport noise rules. Given to both based and non-based operators, these awards are in some ways the antithesis of a "Noise Violation". A voluntary flight restriction was put into place around the time of the first Good Neighbor Awards, and this voluntary program helped to encourage quiet flying and reduce nighttime noise in the surrounding community.

In addition to the TEB Quiet Flying Program, the Port Authority of New York and New Jersey (PANYNJ) recently established Fly Quiet Programs (FQPs) at JFK, LGA, and EWR Airports. First envisioned during the development of the 14 CFR Part 150 Programs for each airport, these FQPs showcase on-going efforts of passenger and cargo airlines to be good neighbors by operating quietly and sustainably.



SCORING

To win a Good Neighbor Award, an operator must not receive a noise violation during the award year.



Awards are given to companies and individuals (hereinafter referred to as operators) flying helicopter, propeller, turbo-prop, and jet aircraft. To win a Good Neighbor Award, an operator must not receive a noise violation during the award year. None of the operator's aircraft can exceed applicable TEB noise limits for the entire award year:

- 80 dB(A) measured on departures from Runway 24 between 10:00pm and 7:00am local time
- 90 dB(A) measured on departures from Runway 24 between 10:00pm and 7:00am local time
- 95 dB(A) measured on departures from Runways 1, 19, and 6 at all hours of the day

Next, the operator must also abide by the voluntary restraint program throughout the award year. A voluntary restraint from flying is in place for non-essential flights between 11:00pm to 6:00am local time. None of the operator's aircraft can be flown during the Voluntary Restraint from Operations for the entire award year.

Finally, the operator must have a minimum number of annual operations at TEB:

- Based Operator – 30 Annual Operations
- Non-Based Operator – 100 Annual Operations

Additionally, an award for Honorable Mention is presented to operators with over 100 annual operations without exceeding airport noise limits, which had only one flight during the nighttime voluntary restraint period (11:00pm to 6:00am local time).

CONGRATULATIONS TO THE WINNERS OF THE **GOOD NEIGHBOR AWARD**

2022



NON-BASED OPERATORS

LIMITED BRANDS INC.
STRYKER CORPORATION
SKY, LLC
ALPHA FLYING INC.

SKY QUEST, LLC
AIRCRAFT MANAGEMENT GROUP INC.
DRW AVIATION, LLC

BASED OPERATORS

ROP AVIATION INC.
SNAILS PACE AVIATION, LLC
THOMAS H. LEE CAPITAL, LLC
STARR EQUIPMENT CORPORATION

GRUSS & COMPANY
PHILLIP FERNANDEZ
THREE CITIES RESEARCH INC.
SBJ AVIATION, LLC

2022 HONORABLE MENTION AWARDS

NON-BASED OPERATORS

HOP-A-JET WORLDWIDE JET CHARTER
CORPORATE AIR
STARLINK AVIATION
NICHOLAS SERVICES, LLC
THRIVE AVIATION

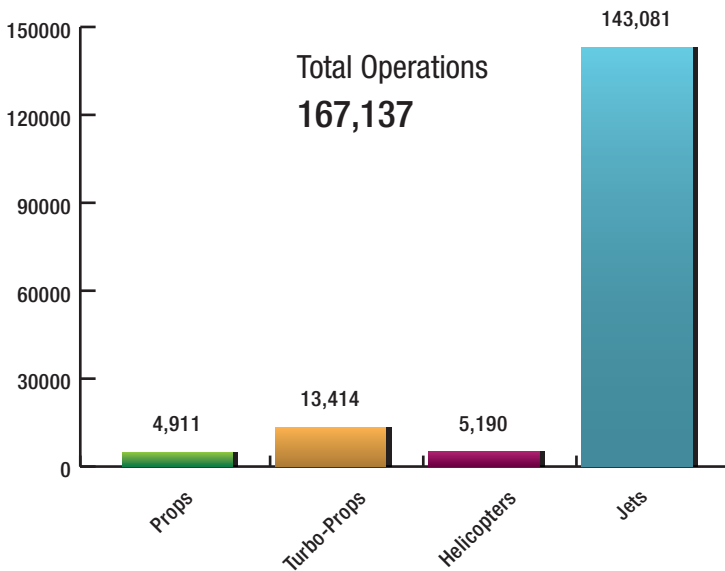
BASED OPERATORS

BGHN HOLDINGS, LLC
WEATHERSTONE AIR INC.
ANDERSEN TAX, LLC
TRFO, LLC

GI AVIATION
BLUE CITY HOLDINGS, LLC
HERTZ CORPORATION
HARLAND CLARKE CORPORATION

AIRPORT STATISTICS 2022

The table below summarizes the annual TEB operations from the year 2022, in comparison with the prior four years. An operation is defined as one departure or one arrival from the airport. As shown in the table, the total 2022 operations nearly returned to pre-pandemic levels. Trends in the four categories of aircraft (propeller, turbo-prop, helicopter, and jet) are shown on the chart.



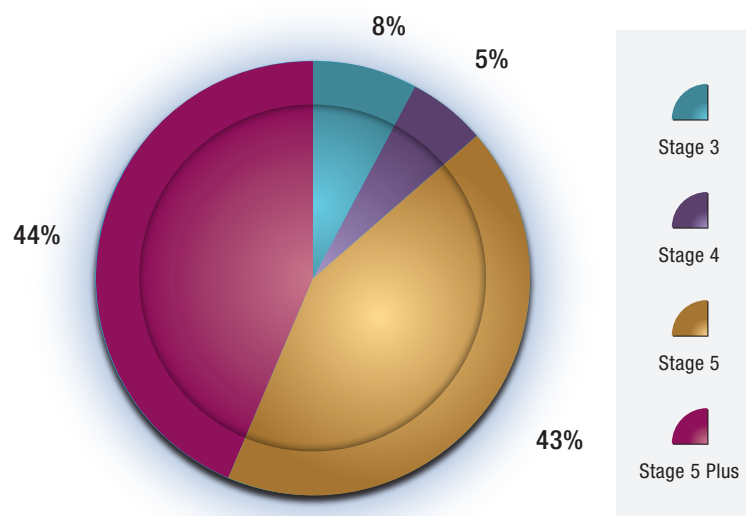
Year	Total Ops
2022	167,137
2021	143,975
2020	84,819
2019	170,003
2018	172,101

AIRPORT STATISTICS 2022

Jet aircraft “Noise Stages” are relative measurement of how loud a jet aircraft is, with Stage 3 being the loudest and Stage 5 being the quietest. Noise Stages are defined by the FAA for every model of aircraft when they are first manufactured and entered into service. The FAA classifies aircraft as follows:

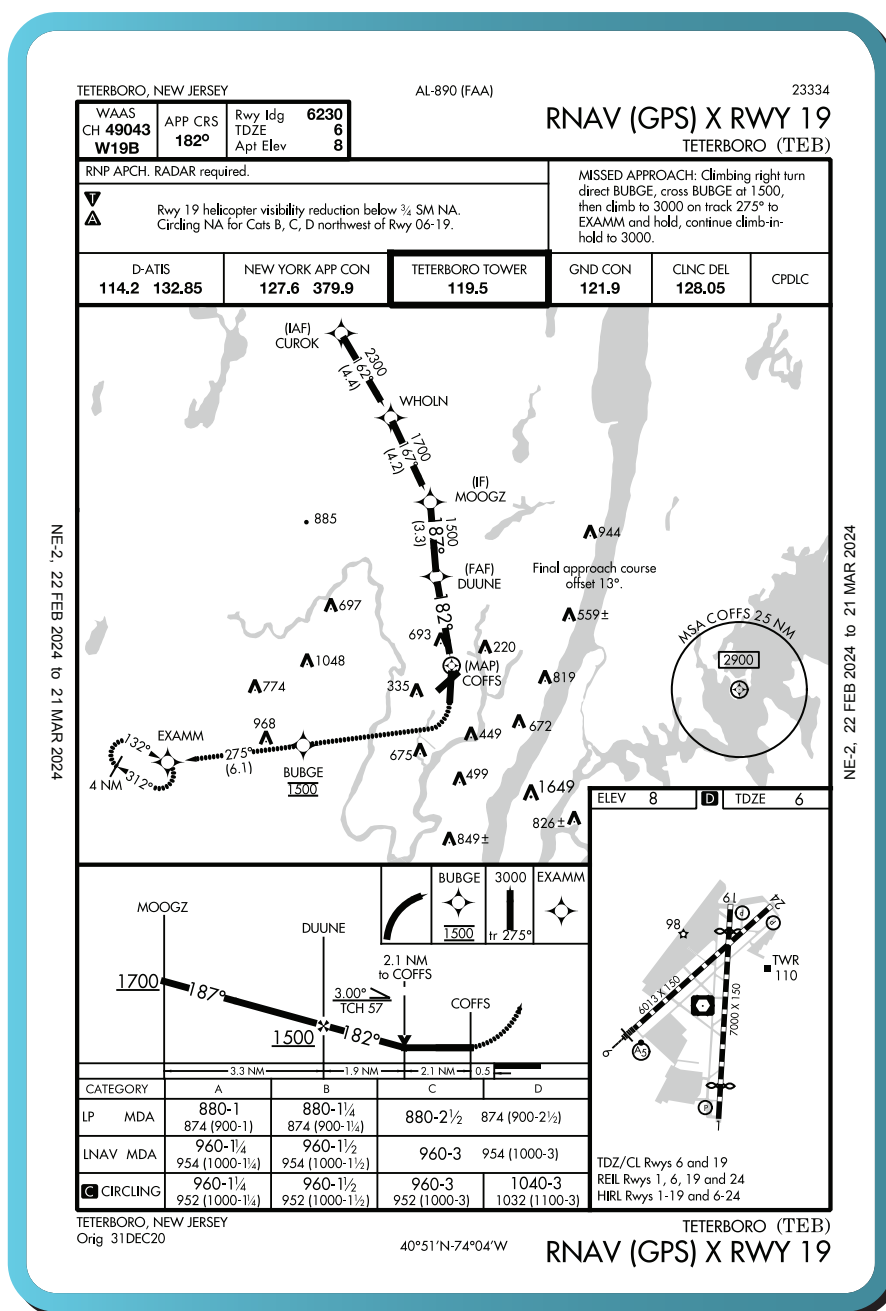
- Stage 3 - these are the loudest aircraft currently allowed to operate in the U.S.
- Stage 4 - these aircraft are at least 10 decibels quieter than Stage 3 aircraft.
- Stage 5 - these aircraft are at least 7 decibels quieter than Stage 4 aircraft.
- Stage 5 Plus - this is not a formal noise rating, but is a representation of the newest aircraft that are 5 or 10 decibels quieter than Stage 5.

The chart below shows the percentage of jet operations at TEB for the year 2022 flown by each Noise Stage aircraft.



FLIGHT PROCEDURE USE

In 2021 the FAA published an “offset” approach procedure for use by aircraft landing from the north on Runway 19. This procedure, the RNAV (GPS) X, was designed to approach the runway from an angle instead of flying straight-in to land on the runway. This procedure, when used, shifts overflights from the communities directly north of the runway to other areas to the northwest. The graphic below shows the navigational chart for the RNAV (GPS) X.





FLIGHT PROCEDURE USE

The table below shows the utilization rates for this procedure for each quarter of the year. The first column shows the percentage of arrivals to Runway 19 which used the procedure 24-hours a day. The second column shows the percentage of arrivals to Runway 19 during nighttime hours (10PM to 7AM) that used the procedure. The RNAV (GPS) X was used more at nighttime than during daytime hours.

The selection of a flight procedure for use by arriving aircraft at the airport is determined by several factors: FAA air traffic control's assignment of a procedure to an aircraft; which runways are in use at the time; operations at nearby airports; wind and weather patterns; efficiency and safety; and, noise abatement when operationally feasible.

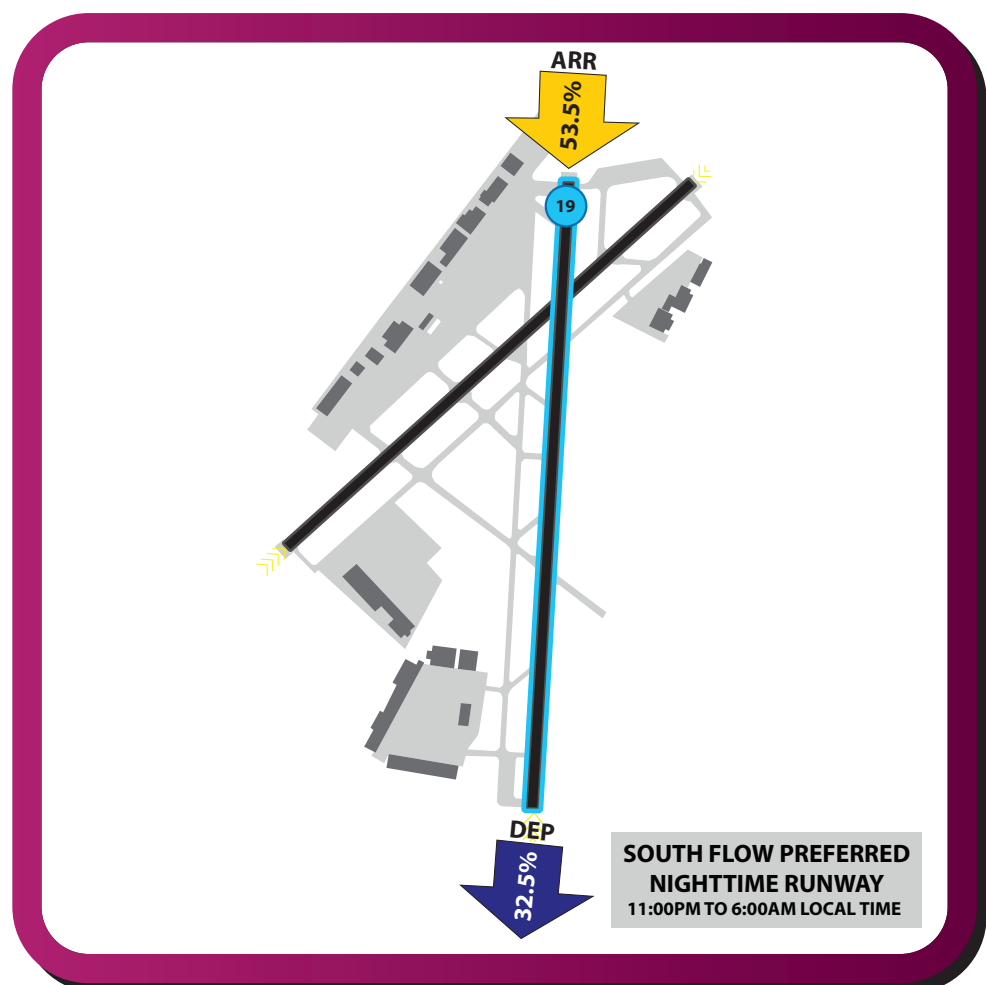
Quarter/Year	Percent of all arrivals to Runway 19 which used the RNAV (GPS) X Procedure	Percent of nighttime* arrivals to Runway 19 which used the RNAV (GPS) X Procedure
1Q 2022	0.9%	9.9%
2Q 2022	1.7%	15.1%
3Q 2022	3.8%	37.8%
4Q 2022	2.9%	30.4%

*Nighttime defined as 10PM to 7AM

NIGHTTIME RUNWAY USE

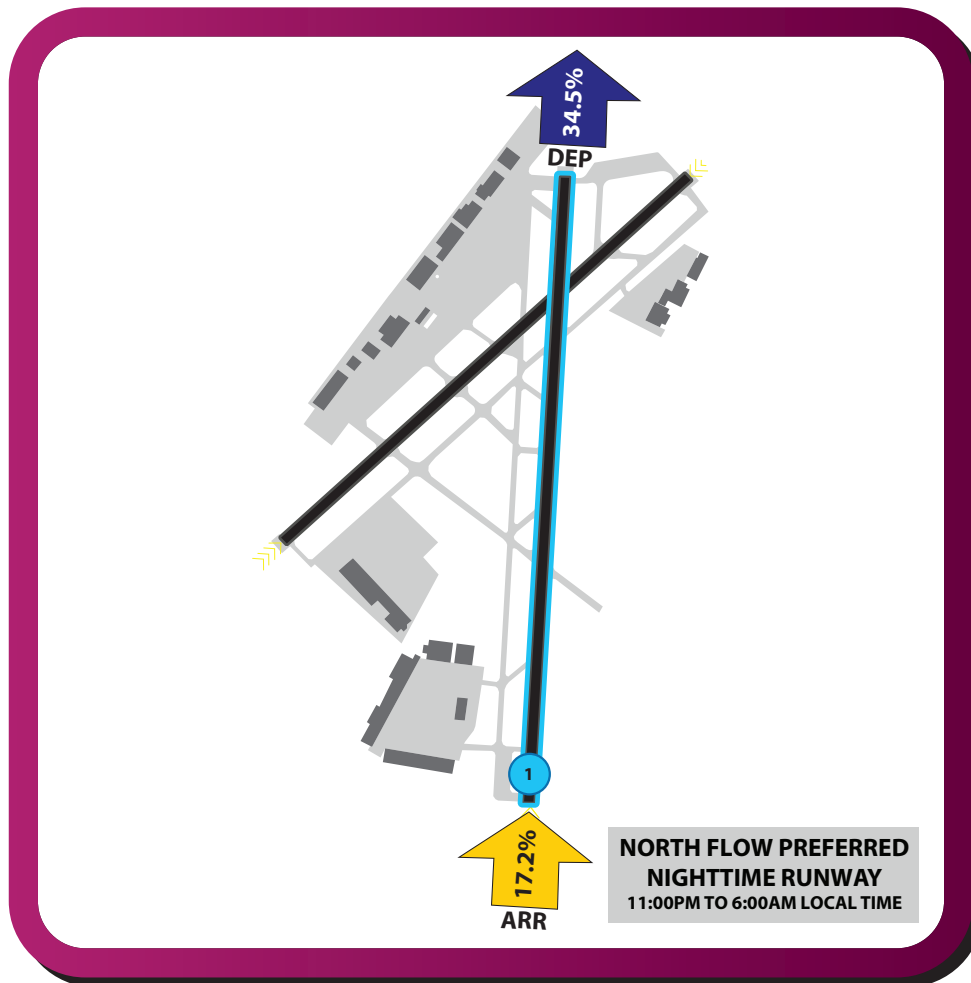
Runway selection is another factor that can influence community noise levels. It is sometimes possible to use runways that direct noise away from communities during late-night hours when there are fewer operations. “Late-night” hours are defined as 11PM-6AM local time in accordance with the voluntary restraint on flight operations. Despite the voluntary restraint, certain essential and non-essential operations occur during late-night hours. The assignment of a runway to an individual aircraft operation depends on several factors: which runways are available for use; wind direction; weather conditions; air traffic control operational needs; and, runway length versus the weight of the aircraft.

The figures below show the percentage of annual late-night arrivals and departures which used the preferential runways. South flow and north flow are presented in separate figures. Roughly two-thirds of annual late-night departures used preferential Runways 01 and 19. And, about seventy percent of annual late-night arrivals used preferential Runways 01 and 19.



USE OF ANY OF THE HIGHLIGHTED RUNWAYS IS ENCOURAGED FOR NOISE ABATEMENT AND THE FLY QUIET PROGRAM.

NIGHTTIME RUNWAY USE



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CONCLUSION

The Teterboro Airport Quiet Flying Program is designed to assist flight crews with abiding by the applicable noise regulations and recommended noise abatement practices. The Good Neighbor Awards were created in 2003 to thank operators for abiding by our noise rules and flying quiet. Each year, TEB publishes this report to recognize the award-winning operators and the collaboration between the airport, operators, and FAA in reducing the Airport's noise profile.



TEB

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<https://aircraftnoise.panynj.gov>

