

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

## **SUMMARY OF MEETING**

**Hybrid Meeting**  
**April 16, 2025, 6:00PM**  
**ATTENDANCE**

### **TANAAC Voting Members & Representatives**

<b>TANAAC Co-Chairpersons</b>		<b>Present</b>	<b>Not Present</b>
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 – TANAAC Co-Chairperson	Borough of Hasbrouck Heights	X	
Councilman George Muller	Borough of Little Ferry	X	
Mayor Richard Bolan	Borough of Maywood		X
Councilwoman Karen Surak	Borough of Moonachie	X	
Mayor Adam MacNeill	Village of Ridgefield Park		X
Mayor Vencent Bessetti	Township of Rochelle Park		X
Representative Jim Linsalata	Borough of Rutherford	X	
Mayor Michael Gonnelli	Town of Secaucus		X
Mayor Gary Brugger	Township of South Hackensack		X
Mayor Mark J. Schwartz	Township of Teaneck		X
Mayor John P. Watt	Borough of Teterboro		X
Borough Clerk Gina Affuso	Borough of Wood-Ridge	X	

### Attendees – In Person

<b>Name</b>	<b>Organization</b>
Scott Marsh, Manager, Operations & Security Teterboro Airport	Port Authority of NY & NJ
John Kastens, Manager, Airport Services	Teterboro Airport/Avports
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
Richard Heslin, Facilitator	TANAAC Facilitator
Juan Rojas, Senior External Relations Client Manager	Port Authority of NY & NJ
Doreen Frega	Guest
Val Devine	Guest
Roy Luyster	Guest
Greg Hoffman	Guest
Carolina Montes	Guest
Lois DiTommaso	Guest
Mary Ellen Stickel	Guest
Miryam Prosper	Guest
Alexandra Blissett	Guest
Christine Amirian	Guest
Warren Feldman	Guest
Walter Romanski	Guest
Audrey Herget	Guest
Assemblyman Robert Auth, New Jersey 39 <sup>th</sup> Legislative District	Guest
Phil Fredericks	Guest

### Attendance – On Line

Mary M. McCarthy, FAA Director – NYAPIO	FAA
Sandra Silva, Manager Contract Services Teterboro Airport	Port Authority NY & NJ
Jacob Attwood, Program Manager	Port Authority of NY & NJ
Adeel Yousuf, Manager Environmental and Noise Programs	Port Authority of NY & NJ
Brandon A’Hara, Assistant Operations Manager	Teterboro Airport/Avports
Sven Algoo, Operations Supervisor	Teterboro Airport/Avports
Diana Castino	Guest
Dave Belastock, TUG	Guest
Alex Gertsen, NBAA	Guest
Matthew Murray	Guest

## **TANAAC – Meeting Summary**

**April 16, 2025 – 6PM**

### **Hybrid Meeting**

**Teterboro Airport Manager's Conference Room – 90 Moonachie Avenue Teterboro**

**Virtual Meeting – Via Microsoft Teams**

## **Welcome/Introduction**

Sherri Smith, Manager, Teterboro Airport and TANAAC Co-Chairperson, opened the meeting by welcoming TANAAC committee members and guests to the meeting.

Mr. Michael Fiscus, Assistant Manager Teterboro Airport Noise & Environmental Office, took roll call attendance of TANAAC Committee Members present in-person and those attending virtually. This meeting was made available virtually to people who could not attend in person via a Microsoft Teams link sent out prior to the meeting.

Mayor Ron Kistner, TANAAC Co-Chair welcomed everyone and provided a few opening remarks to the group.

Mr. Richard Heslin, TANAAC Meeting Facilitator greeted everyone and welcomed them to the meeting. Mr. Heslin then turned the meeting over to Scott Marsh, Manager, Operations and Security for the first item on the agenda, which was an Operations update.

## **Operations Update**

Mr. Marsh proceeded with an Airport Operations report as summarized here:

- *Runway 1/19 Rehabilitation Project 2024/2025* – Work on this project has been completed.
- *Stormwater Drainage System Rehabilitation Project 2025/2027* – This project involves the rehabilitation of stormwater drainage systems. Work will take place at various locations around the airfield with the purpose of improving the drainage swales and conveyance systems.
  - Hours of Work and Closures
    - Runway Closures - Overnight (April 2025 - April 2027):
      - Weekdays 10:30PM to 6:30AM the following morning.
    - Runway Closures – Weekends:
      - 38-hour closures – Friday 10:00PM to noon on Sunday.
    - Airport Weekend Closures:
      - 12-hour closures – Sunday 12:01AM to noon Sunday (July 4 to Labor Day Holidays. Up to 7.)
- *Newark (EWR) Rehabilitation of Runway 4L/22R* – This project will take place throughout the summer. The runway will be closed April 15<sup>th</sup> to June 15<sup>th</sup>. This may impact Teterboro traffic based on EWR air traffic flows.

## **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. Heslin turned the meeting over to Mary M. McCarthy, Director of the New York Area FAA Program Integration Office, who provided an update on the status of the proposed abatement measures as summarized here:

- *Implementation of a Published Approach Procedure for Runway 1*. The procedure remains on target for publication on November 27, 2025.
- *Review of feasibility of an offset approach procedure for Runway 6*. The procedure is on hold for now.
- *Increase usage of the RNAV(GPS)X Approach to Runway 19 during daylight hours on Saturdays and Sundays*. FAA will be meeting with Newark Approach to talk about using the RNAV X approach during daytime hours.
- *Review Feasibility of Increasing Aircraft Altitudes at the Runway 19 Initial Approach Fix, UNVIL, from 2,000ft to 3,000ft*. FAA is unable to raise the altitude at UNVIL, however, they have some ideas about moving this navigational fix and are considering the feasibility of those ideas.

Mr. Heslin then turned the meeting over to Mr. Andino for an update on the *14 CFR Part 150 Noise Compatibility Program (NCP)* as summarized here:

- NA 1: *Implement a Runway 24 Departure Turn to 230 degrees at Night*. This was entered into FAA's Gateway portal in November 2023.
- NA2: *Encourage Intersection Departures from Taxiway L7 on Runway 1 at Night*. This has been implemented and is currently in use.
- NA3: *Design and Implement a Centralized Aircraft Run-up-Pad*. This is currently under review for implementation.
- NA6: *Implement a Published Approach Procedure to Runway 1 and Increase Usage at Night*. The Publication of a RNAV(GPS) RWY 1 Approach is estimated for November 2025.

Mr. Heslin turned the meeting over to Deputy Mayor Kathy Canestrino for a status report on the *Runway 19 Approach Focus Group*.

Deputy Mayor Kathy Canestrino provided an update on the *Runway 19 Approach Focus Group* as summarized here:

- Deputy Mayor Canestrino encouraged all members of TANAAC to participate in this Focus Group. She also mentioned that the group really needs to have a representative present from the FAA.
- Attendees - The focus group is currently made up of pilots Alex Gertsen, Richard Boll and Heidi Williams, Teterboro Airport Manager, Sherri L. Smith, Teterboro Noise & Environmental Manager, Gabriel Andino and Port Authority Project Manager, Ralph Tamburro as well as TANAAC members Deputy Mayor of Hackensack, Kathy Canestrino and Mayor of Hasbrouck Heights and TANAAC co-Chair, Ron Kistner.
- Pilot comments - Kathy summarized recent comments regarding the alternate approach as detailed here:

- Pilots who have requested the Runway 19 RNAV GPS X approach have frequently been denied by the ATC.
- It is difficult for ATC to manage aircraft using both the primary straight-in approach path and the alternate offset approach path at the same time during busy periods.
- Many pilots have concerns about the proximity of the 700' ABC radio antenna near the offset approach path.
- The primary approach for Runway 19 is a GPS-based approach similar to the ILS.
- The alternate approach is not overly difficult to use at night, however daytime use is preferred.
- Considerations – Philadelphia ATC facility is still adding staff.
- Possible solutions – Request FAA to make the alternate offset approach the advertised procedure on specific days/times when weather and traffic volume permit. Consider adding more navigational waypoints and reduce the flight path offset from the current 13 degrees to 6 degrees.

Usage of Runway 19 Offset Approach on January 16, 2025 reflected the following results:

Hour	RWY 19 Offset Approach	RWY 19 Other Approach
7:00	4	0
8:00	6	0
9:00	8	2
10:00	10	3
11:00	8	0
12:00	8	2
13:00	16	1
14:00	4	12*

\*The straight-in approach began to be advertised by the ATC shortly after 14:00 (2PM).

The chart above shows that the majority of pilots flew the offset approach during the period of 7AM to 2PM when it was advertised by ATC.

Deputy Mayor Canestrino asked if Mr. Andino was able to obtain the data on why pilots chose not to fly the advertised alternate route. Mr. Andino responded that he was not able to obtain the tape with that data.

## **Operator & Community Outreach Efforts**

Mr. Heslin turned the meeting back over to Gabe Andino for a report on *Noise Office Outreach Efforts* as summarized here:

Noise Office staff maintained an exhibit at the *NBAA Schedulers and Dispatcher's Conference* in New Orleans. This allowed for direct contact with flight planners, operators and crew members. They also attended the *UC Davis Aviation Noise & Emissions Symposium*. The symposium brought together airport noise professionals and community members to exchange ideas, information, and to incorporate new technologies to combat the effects of airport operations on local communities.

## **Noise Office Airport Statistics Report (January – March 2025)**

Mr. Fiscus continued the meeting with the next item on the agenda which was a *Noise Office Statistics Report* for the period of January to March 2025 as summarized here:

#### Aircraft Movements - January to March 2025:

The airport had 37,874 aircraft movements during the 1<sup>st</sup> quarter of 2025. Movements were up slightly compared to last year.

#### Airport Nighttime Activity January to March 2025 (11:00PM to 6:00AM):

We had a total of 1,893 nighttime movements (movements between the hours of 11:00PM and 6:00AM). 342 of these nighttime flights were essential movements. Nighttime movements made up 5.00% of aircraft movements. Nighttime activity was up slightly for the 1<sup>st</sup> quarter of 2025 .

#### Noise Exceedance Violations January to March 2025:

The airport issued 17 first time violations and 1 second time violation. No third time violations were issued during the 1<sup>st</sup> quarter.

#### Runway Utilization January to March 2025:

The most utilized runway for arrivals was Runway 19 with 45.76% of arriving flights using this runway. The most utilized runway for departures was Runway 24 with 71.56% of flights departing from this runway.

#### Helicopter Route Utilization January to March 2025:

The southern route to and from Manhattan was the primary helicopter route used for 78.83% of arrivals and 81.11% of departures.

#### RNAV (GPS) X Runway 19 Offset approach Utilization – 1<sup>st</sup> Quarter 2025

*Runway 19 Arrivals: 24 Hours* – Out of a total of 2,589 arrivals, 68 utilized the offset approach. This reflected an overall 24 hour usage of 2.63%.

*Runway 19 Arrivals: (Nighttime) - 10:00PM – 7:00AM* – Out of a total of 277 arrivals during nighttime hours, 3 utilized the offset approach. This reflected a usage of 1.08%.

#### Day/Night Aircraft Noise Average – DNL(A) (January to March 2025):

RMS 101 – (7<sup>th</sup> & Berry Street in Carlstadt) – 56.1 DNL (+0.4 increase)  
RMS 102 – (Hamilton Street in Hasbrouck Heights) – 33.6 DNL (-2.7 increase)  
RMS 103 – (Prospect Ave – Hackensack) – 63.3 DNL (+0.7 increase)  
RMS 104 – (Park Street – Hackensack) – 48.4 DNL (-3.3 decrease)  
RMS 105 – (Bogota High School) – 50.9 DNL (+1.2 increase)  
RMS 106 – (Joseph Street – Moonachie) – 50.0 DNL (-1.6 decrease)

#### Noise Complaints - January to March 2025:

Noise complaints have trended downward for the last few years. Overall, the airport received 12,822 noise complaints from 145 complainants. (7,862 of these complaints came from 11 callers.)

#### Aircraft Noise Complaints – TANAAC Member Communities (Within 5-mile radius of the airport) – January to March 2025:

Communities within a 5-mile radius of Teterboro Airport that registered the most complaints were from Maywood with 5,200 complaints from 1 resident, (1 Maywood resident registered 5,199 on a 3<sup>rd</sup> party app.), Rutherford registered 214 complaints from 10 residents, Hackensack registered 137 complaints from 14 residents and South Hackensack registered 20 complaints from 3 residents (2 South Hackensack residents registered 14 complaints on a 3<sup>rd</sup> party app).

Aircraft Noise Complaints – Non-TANAAC Member Communities (Outside of 5-mile radius of the airport) – January to March 2025:

Communities outside of a 5-mile radius of Teterboro Airport that registered the most noise complaints were Newark with 2,832 complaints from 3 residents, Tenaflly which registered 2,331 complaints from 2 residents, (1 Tenaflly resident registered 2,114 of those complaints.), Upper Saddle River which registered 394 complaints from 7 residents, (3 Upper Saddle River residents registered 354 of these complaints), Cresskill which registered 303 complaints from 3 residents ( 1 Cresskill resident registered 33 of these complaints), and Emerson which registered 230 complaints from 8 residents.

Noise Complaints – Nature of Disturbance – January to March 2025:

By far the majority of callers chose “Too Loud & Low” as the reason for their complaint with 11,118 complaints citing this as the reason for the complaint. 1,124 complaints cited “General/Other” as the reason, 416 cited “Too Loud”, 81 cited “Too Early or Late”, and 49 cited “Too Frequent”. The remaining reasons given were “Too Low” with 16 complaints giving this reason, Change in Flight Pattern with 4 complaints giving this reason, and “Excessive Vibration” was the reason provided by 2 complaints.

Noise Complaints – Regional Complaints –1<sup>st</sup> Quarter 2025:

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.

*Questions/Comments*

Jim Linsalata, TANAAC representative from the Borough of Rutherford, asked about runway use determination. Mr. Fiscus explained that the direction of the runway in use depended on many factors including wind direction.

Mr. Linsalata went on to ask for a report reflecting how many noise complaints were caused by aircraft arrivals versus departures.

Deputy Mayor Canestrino followed up on this. She wanted to know what was driving the increase in noise at Hackensack noise monitoring site seven when aircraft flight numbers over that area were lower. She asked for a summary report for the quarter that would show noise data compared to flight data to perhaps explain why with fewer flight numbers they still had an increase in noise levels and complaints from her constituents.

Quiet Flying Program – Annual Report for 2024

The Port Authority continues to support the Quiet Flying Program to encourage the mitigation of aircraft noise in local communities. A copy of the 2024 Annual Quiet Flying Program report can be found on the Port Authority website at <https://aircraftnoise.panynj.gov>

- *Total Operations*
  - In 2024 the airport had a total of 172,499 operations. This brought the airport in-line with pre-pandemic operational levels. An operation is defined as one departure or one arrival from the airport. The overwhelming majority of operations at Teterboro Airport in 2024 were from Jet aircraft with a total of 148,720 Jet operations. Props made up 4,407 operations, Turboprops made up 12,936 operations, helicopters made up 5,936 operations and “other” had the remaining 500 operations.
- *Noise Stages 2024*

- Jet Aircraft “Noise Stages” are measurements of jet aircraft noise. Stage 3 is the loudest and Stage 5 is the quietest. The FAA defines Noise Stages for every model of aircraft manufactured and entered into service.
- FAA Noise Stage classifications are as follows:
  - Stage 3 – these are the loudest aircraft currently allowed to operate in the U.S.
  - Stage 4 – these aircraft are a least 10 decibels quieter than Stage 3 aircraft.
  - Stage 5 – these aircraft are a least 7 decibels quieter than Stage 4 aircraft.
  - Stage 5 Plus – this is not a formal noise rating, but a representation of the newest aircraft that are 5 and 10 decibels quieter than Stage 5 aircraft.

Year	Stage 3	Stage 4	Stage 5	Stage 5 Plus
2024	6%	5%	47%	42%
2023	7%	6%	43%	44%
2022	8%	5%	43%	44%

In 2024 Teterboro Airport had 42% of jets operating as Stage 5 Plus aircraft, 47% as State 5 aircraft, 5% were Stage 4 aircraft, and 6% were Stage 3 aircraft. Almost 90% of Jets at Teterboro in 2024 were Stage 5 or Stage 5 Plus aircraft.

### *Questions/Comments*

Jim Linsalata asked if the noise reduction in each noise stage is based on takeoff or on landing.

Mr. Andino explained that the largest reduction in noise, based on these Noise Stages Classifications, was during the takeoff phase. Aircraft taking off now were quieter than aircraft taking off “a generation ago”.

### Nighttime Runway Use

Runway selection is a 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. The assignment of a runway to an individual aircraft operation depends on several factors such as, which runways are available for use, wind direction, weather conditions, air traffic control operational needs, and runway length versus the weight of the aircraft.

- *South flow preferred Nighttime Runway 19 (11:00PM to 6:00AM)*

Year	RWY 19 Arrivals	RWY 19 Departures
2024	25.9%	6.3%
2023	46.1%	17.8%
2022	53.5%	32.5%

- *South flow preferred Nighttime Runway 1 (11:00PM to 6:00AM)*

Year	RWY 1 Arrivals	RWY 1 Departures
2024	1.2%	18.6%
2023	5.6%	34.9%
2022	17.2%	34.5%

### 2024 TEB Good Neighbor Awards

Mr. Andino announced the winners of the 2024 TEB Good Neighbor Awards as follows:



<b>Non-Based Operators</b>	<b>Based Operators</b>
The Dow Chemical Company	Gruss & Company
Citation Management	Phillip Fernandez
KM Ventures	Oliver Sterling
Pentastar Aviation	ROP Aviation
RLV Industries	Jet Aviation Business Jets
Wings Flights of Hope	2J2G LLC
White Mountain Capital	
DRW Aviation	
Gulfstream Aerospace	
Corporate Air	
Stryker Corporation	

Criteria for the award:

- 100 annual flight operations for non-based operators.
- 30 annual flight operations for based operators.
- No noise violations or warnings during the year.
- No operations during Quiet Hours (11:00PM to 6:00AM).

## OPEN DISCUSSION

### Comments/Requests from TANAAC Members:

Mr. Linsalata asked about the reduction in Runway 1 nighttime arrivals in 2024 presented in the Quiet Flying Program annual report

Mr. Andino explained that nighttime usage was impacted by runway closures related to the Runway 1/19 rehabilitation project that took place in 2024.

Mr. Linsalata asked if use of Runway 19 for night departures could be increased.

Mr. Andino explained that there is an airspace conflict with aircraft arriving into Newark and ATC has to space out aircraft approaching Newark to create more separation and allow for a Teterboro aircraft to safely depart Runway 19. This can lead to flight delays during the daytime hours since Newark is so busy, but it can be more easily accomplished during nighttime hours when there is a lower traffic volume at Newark.

Mr. Linsalata asked if this was an air traffic control issue.

Mr. Andino said that “yes” it was an ongoing issue for them. Coordination was necessary.

Mr. Linsalata asked if anything could be done, especially at nighttime, to reduce aircraft noise.

Mr. Andino explained that we had noise limits on certain runways at night and that violations letters were sent out and aircraft could be potentially banned from the airport for excess noise during nighttime hours.

### Comments from Guests Present at the meeting:

At this point Mr. Heslin opened the floor to discussion from those who had registered in advance. Discussion is limited to 3 minutes for guests

Alexandra Bissett, a Mendham Township resident, spoke about her concerns regarding aircraft noise and pollution. She mentioned that this made outdoor activities difficult. She requested that TANAAC be open to other towns.

Miryam Prosper, a Mendham Township resident, also spoke about her concerns regarding aircraft noise and pollution and the negative impact this had on daily life in her township.

Mary-Ellen Stickel, a Township of Washington resident, and TANS member, expressed her concerns about aircraft noise over her town. She expressed her willingness to assist Deputy Mayor Canestrino with her Focus Group and she volunteered to speak with any pilots and to attend trade shows attended by the Noise Office to address issues of noise from a resident's perspective with pilots.

Christine Amirian, a Tenaflly resident, spoke about the data presented at tonight's meeting and commented that although flight movements were flat in 2023 the number of unique complainants increased by 28% in 2024. She also brought up that 59% of complaints were from non-TANAAC member communities and said that for every 100 flight movements at Teterboro there were 40 complaints and that Teterboro generated 27 more complaints than LaGuardia. She observed that Teterboro also exceeded the complaints for Newark. This was all from data available on the Port Authority website. She also questioned Q12025 nighttime movements and commented on the 20% increase in nighttime movements at Teterboro. She asked for some type of community outreach to let people know how to file complaints. She also asked for a quantitative measure of noise abatement measures that have occurred by town for the past five years. She wanted to know what actions were being taken. She asked about the proposed Runway 1 approach.

Lois DiTommaso, a Rutherford resident, expressed concerns about increased aircraft noise and asked about the proposed Runway 6 offset approach and when Runway 1 would become the preferred runway for landing aircraft. She mentioned that jets flying over, especially at night, were low and loud and frequently woke people up at night. In addition, noise made it hard to enjoy any outside activities.

Doreen Frega, a Saddlebrook resident, asked about Robin Radar and if there were any updates.

Audrey Herget, a Park Ridge resident, discussed the lack of representation in TANAAC by communities like hers. She mentioned that most TANAAC members do not show up to meetings and asked that the board reconsider the 5-mile range limit to be able to include towns further out like her town.

Warren Feldman, a Woodcliff Lake resident, felt that the TANAAC Runway 19 working group would be best to work on actions that could be taken to help resolve noise. He was disappointed that more TANAAC member towns did not attend meetings. He was glad a representative from Governor Murphy's office was at the meeting tonight. He felt that they should have a working TANAAC group because a lot could be done to reduce the noise from aircraft at Teterboro. He also requested that they allow a representative from the Pascack Valley area be allowed to join TANAAC.

Greg Hoffmann, a Park Ridge resident, had a question about the term "fix" used to identify navigational waypoints, he asked about what makes the alternate approach so difficult for ATC to use during the day as opposed to the straight in approach, mentioned that data provided during the meeting reflected that if he broke down total operations it came to 406 flights per day, which was 17 flights an hour, about 1 flight every 4 minutes. He felt less time during the TANAAC meeting should be given for data reports on what has taken place at the airport and more time should be given to the public to express concerns.

He felt that 5 minutes should be allowed for discussion by each member instead of the current 3 minutes. He also disagreed with the limit of 10 speakers per night.

Assemblyman Robert Auth spoke about how his constituents had asked him to come to the TANAAC meeting and that they had been coming to him about aircraft noise. His colleagues in the legislature have also had complaints from constituents in this area. He asked if there was an opportunity for the Port Authority to sit down and talk about what the issues were and what could be done about it.

Mary M. McCarthy, in response to Mr. Hoffmann's question, explained that a fix refers to navigational points that determine an aircraft's path of flight.

Mayor Ron Kistner added that he would address the issue of TANAAC member towns participating more regularly in TANAAC meetings directly with each town representative.

Deputy Mayor Cathy Canestrino suggested that it may help to announce how to file a noise complaint during town council meetings. This way people are aware of what they can do to file a noise complaint.

## **CLOSING REMARKS**

At this point, with no other questions/discussion brought before the committee Ms. Smith thanked everyone for attending tonight's meeting and expressed her appreciation for the varied ideas presented, and assured everyone they would move forward to address requests made during the meeting. She reminded everyone that these things take time, but they were all being looked at and actively considered. She went on to say that measurable results are important, that communication and showing data in an effective way is important as well. She looked forward to everyone working together to address all these matters as a committee. As the Teterboro Airport Manager her goal is to ensure the safety of the activity on the ground, the FAA is responsible for the airspace, and she is looking forward to working with everyone to achieve the committee's goals.

Mayor Kistner expressed his appreciation of the focus group, was impressed with Deputy Mayor Canestrino, and felt they would get good results going forward. He thanked everyone for coming to the meeting.

The next TANAAC meeting will take place on **Wednesday, July 16, 2025 at 6PM** in the Teterboro Airport Manager's Office Conference Room located at 90 Moonachie Avenue, Teterboro NJ..

With no further business to come before the committee the meeting was adjourned at 7:42PM.