

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)**SUMMARY OF MEETING**

Hybrid Meeting
April 15, 2026, 6:00PM
ATTENDANCE

TANAAC Voting Members & Representatives

TANAAC Co-Chairpersons		Present	Not Present
TANAAC Co-Chairperson, Sherri L. Smith - Airport Manager Teterboro Airport	Port Authority of NY & NJ	X	
Mayor Ron Kistner – TANAAC Co-Chairperson	Borough of Hasbrouck Heights	X	
TANAAC Member Towns		Present	Not Present
Mayor Daniele Fede	Borough of Bogota		X
Lucine Beylerian	Bergen County	X	
Mayor Robert Zimmerman	Borough of Carlstadt		X
Councilman George Cronk	Borough of East Rutherford	X	
Representative Marlene Somerville	City of Hackensack	X	
Councilman George Muller	Borough of Little Ferry	X	
Representative John Brown	Borough of Maywood	X	
Mayor Dennis Vaccaro	Borough of Moonachie		X
Mayor Thomas Miller	Village of Ridgefield Park		X
Representative Roy Luyster	Township of Rochelle Park	X	
Representative Jim Linsalata	Borough of Rutherford	X	
Mayor Michael Gonnelli	Town of Secaucus		X
Mayor Luis Perdomo	Township of South Hackensack		X
Mayor Mark J. Schwartz	Township of Teaneck		X
Mayor John P. Watt	Borough of Teterboro		X
Mayor Paul A. Sarlo	Borough of Wood-Ridge		X

Attendees – In Person

Name	Organization
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
Richard Heslin, Facilitator	TANAAC Facilitator
Rhea Hanrahan, Director, Aviation Environmental & Sustainability	HMMH
Peter Kortright, Principal Planner	Bergen County
Andrew Warta	Bergen County
Eric Cheripka	Guest
Steve Cohen	Guest
Lisa Cohen	Guest
Patrick Sullivan	Guest
Lois DiTommaso	Guest
Matthew Dilovice	Guest
Mary Ellen Stickel	Guest
Audrey Herget	Guest
Frank Discipio	Guest

Attendance – Online

Scott Marsh, Manager, Operations & Security Teterboro Airport	Port Authority of NY & NJ
Sandra Silva	Port Authority of NY & NJ
Benjamin Thielen, Community Engagement Specialist	FAA
Jacob Attwood, Program Manager	Port Authority of NY & NJ
Adeel Yousuf, Manager Environmental and Noise Programs	Port Authority of NY & NJ
Ralph Tamburro, Airspace Modernization/Airport Delay Reduction Manager	Port Authority of NY & NJ
Jason Stoddard, Airspace Analyst	HMMH
Gary August	Guest
Christine Amirian	Guest
Gregory Hoffmann	Guest
Liz Mikre	Guest
Alina	Guest

TANAAC – Meeting Summary
April 15, 2026 – 6PM
Hybrid Meeting
Teterboro Airport Manager’s Conference Room – 90 Moonachie Avenue Teterboro
Virtual Meeting – Via Microsoft Teams

Welcome/Introduction

Mr. Richard Heslin, TANAAC Meeting Facilitator greeted everyone and welcomed them to the meeting.

Mr. Heslin then gave a brief overview of the agenda.

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.

Sherri Smith, Manager, Teterboro Airport and TANAAC Co-Chairperson, welcomed TANAAC committee members and guests to the meeting

Mr. Heslin 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:

- *Airport Construction Project Updates*
 - Airport Beacon Relocation
 - A new airport beacon is being installed to replace the old beacon.
 - Work is currently taking place and is scheduled for completion in July 2026.
 - The new beacon is being relocated to a site on the corner of Industrial Avenue and Malcom Avenue in Teterboro.
 - Old ATCT Demolition
 - Demolition will take place over the next few weeks.
 - Taxiway Q Rehabilitation
 - Survey and preparation work is taking place on the airfield at present. Overnight closures taking place as result of this. Minimum impact to airfield and community..
 - Various Airport Tenant Projects
 - Various tenant projects are in process of taking place.
- *FIFA 2026 & Sail 4th 250 Update*
 - Scott Marsh provided an update on FIFA 2026 as summarized below:

- The FIFA World Cup games are scheduled to be held in the Meadowlands Sports Complex in East Rutherford in June/July 2026. Final game will take place July 19th
- Sail 4th 250 will feature a flotilla of ships on the Hudson River as well as a military fly over display. This may impact flights at TEB.
- The airport is planning for the increased traffic that is expected to come from these events.

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 Ralph Tamburro, who provided an update on the status of the proposed noise abatement measures as summarized here:

- *Runway 1 published approach procedure.* The RNAV (GPS) Runway 1 procedure was published on January 22, 2026. Usage began on February 19th. This procedure is currently available for Runway 1 arrivals.
- *Runway 6 offset approach procedure.* The procedure is on hold for now with the FAA. The Runway 1 procedure should move traffic from the current Runway 6 approach and may provide the noise reduction sought.
- *Increase usage of the RNAV(GPS)X Approach to Runway 19 during daylight hours on Saturdays and Sundays.* This procedure is on hold for now with the FAA due to recent equipment issues and work being done to remedy those issues. The FAA is working to complete the transition of the EWR Area to PHL Area C, which includes a software transition. At this time, they do not have a date for the transition.
- *Increasing Aircraft Altitudes at the Runway 19 Initial Approach Fix, UNVIL, from 2,000ft to 3,000ft.* The 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. Air Traffic Control (ATC) input is still needed. This is on hold for now with the FAA pending the completion of the transition of the EWR area to PHL area C.

Mr. Heslin turned the meeting over to Jason Stoddard of HMMH for an update.

Mr. Stoddard, Airspace Analyst from HMMH, provided an *HMMH consultant update* as summarized here:

Revised Project Scope:

The contract scope will focus on the creation of new procedures and amendments of existing ones. (Two new and two modifications.) HMMH will focus on creating procedures and amendments that have the greatest possibility of being implemented and resulting in meaningful change. Due to complexity of airspace limited options are available.

Preliminary Procedure Change Options:

- RNAV(GPS) X RWY 19 Redesign – Adding a straight in segment on final approach. Reducing the offset angle.

- RNAV (GPS) Y RWY 19 Redesign – Continue exploring raising the altitude of UNVIL or moving the location of the UNVIL waypoint.
- RWY 24 Offset Departure – Creating a 230 degree (10 degree offset) departure from Runway 24. This would be used in conjunction with an offset approach to Runway 22 at EWR (Proposed publication date of November 2027).
- Offset Approach for RWY 6. – Creation of an eastern offset approach to Runway 6. Slight offset coupled with straight in final segment make it more appealing to Pilots & ATC. Loosely follows Route 17. May be published as a Charted Visual Flight Procedure (VFR).

Next Steps:

- PANYNJ Staff and HMMH have a meeting scheduled with the FAA for April 16th to discuss feasibility of proposed procedure redesigns and creations.
- They intend to advocate for the 2 approach modifications (RWY 19), departure creation (RWY 24) and approach creation (RWY 6) listed in the previous slides.
- This is a necessary step in the procedure implementation process and will likely affect HMMH focus moving forward.
- HMMH will give a full debrief of the results of the FAA meeting to TANAAC at the next meeting.

Questions/Comments

Mr. John Brown, TANAAC Representative from Maywood, asked if HMMH had been invited to attend the recent Community Open Forum. Mr. Stoddard did not think that they had. Mr. Brown indicated this was a missed opportunity to hear community ideas. Mr. Stoddard indicated that the scope of HMMH focus had already been established, but he would look into it.

Ron Kistner, TANAAC Co-Chair and Mayor of Hasbrouck Heights, asked if the Port Authority would be updated on the details of the meeting scheduled to take place with the FAA on April 16th. Mr. Stoddard said that representatives of the Port Authority would be present at that meeting.

Mr. Jim Lansalata, TANAAC Representative from Rutherford, commented that the proposed procedures looked good, but he wondered if pilots would follow them. Mr. Stoddard explained that HMMH will be addressing that issue by looking for a balance that would accommodate the designed scope while also providing pilot reassurance and encouragement to use the procedures. Mr. Stoddard indicated that airport facility staff and others in the airport community would also be involved in the implementation of the procedures should they be accepted by the FAA.

Noise Office Airport Statistics Report (1st Quarter 2026)

Mr. Heslin turned the meeting over to Mr. Michael Fiscus for the 1st Quarter 2026 Statistical Report.

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

Aircraft Movements:

The airport had 40,099 aircraft movements during the 1st quarter of 2026. Movements were up compared to last year.

Airport Nighttime Activity (11:00PM to 6:00AM):

We had a total of 2,165 nighttime movements between the hours of 11:00PM and 6:00AM. Nighttime movements made up 5.40% of aircraft movements.

Noise Exceedance Violations:

The airport issued 12 first time violations and 2 second time violations.

Day/Night Aircraft Noise Average – DNL(A) :

RMS 101 – (7th & Berry Street in Carlstadt) – 55.9 DNL (-0.2 decrease)

RMS 102 – (Hamilton Street in Hasbrouck Heights) – 45.0 DNL (+11.4 increase)

RMS 103 – (Prospect Ave – Hackensack) – 61.8 DNL (-1.5 decrease)

RMS 104 – (Park Street – Hackensack) – 50.8 DNL (+2.4 increase)

RMS 105 – (Bogota High School) – 48.1 DNL (-2.8 decrease)

RMS 106 – (Joseph Street – Moonachie) – N/A – Device is being repaired.

DNL(A) – Traditional Monitoring Method vs ANEEM:

Monitor	Traditional DNL	ANEEM	Difference
RMS 101	55.7	55.9	+0.2
RMS 102	33.0	45.0	+12.0
RMS 103	66.6	61.8	-4.8
RMS 104	49.0	50.8	+1.8
RMS 105	48.1	48.1	0.0

Runway Utilization:

The majority of arrivals utilized Runway 19 with 9,116 arrivals using this Runway, which is 46.56% . The majority of departures utilized Runway 24 with 12,223 departures using this Runway, which is 62.57%.

The southern helicopter route to and from Manhattan continues to be the most utilized route with 375 arrivals (76.69%) and 400 departures (81.63%) using this route.

Noise Complaints:

The airport received 12,806 noise complaints from 172 households.

Aircraft Noise Complaints – TANAAC Member Communities (Within 5-mile radius of the airport.):

Maywood had 3,389 complaints from 2 households, Rutherford registered 1,497 complaints from 19 households, Hackensack registered 93 complaints from 13 households, Wood-Ridge registered 51 complaints from 12 households, and South Hackensack registered 40 complaints from 2 households.

Noise Complaints – Regional Complaints (From outside the 5-mile radius of the airport.):

Newark had 3,512 complaints from 4 households, Tenafly with 1,434 complaints from 5 households, Morristown 631 complaints from 1 household, Branchburg with 595 complaints from 2 households, Cresskill with 430 complaints from 3 households, and Upper Saddle River with 406 complaints from 6 households.

Noise Complaints – Nature of Disturbance:

The majority of callers chose “Too Loud & Low” as the reason for their complaint with 10,494 callers giving this as the reason for their complaint. 1,566 callers chose, “General Complaint/Other” as the reason, 542 gave the reason as “Too Loud”, 65 gave a reason of “Too Early or Late”, 55 gave the reason as “Too Frequent”, 3 said “Excessive Vibration, 2 said “hovering”, and 1 said Change in Flight Pattern. Complaint totals have some overlap since a person who files a complaint via the online format can choose more than one category when registering the nature of the complaint.

Noise Complaints – Regional Complaints:

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

Representative Jim Linsalata of Rutherford requested runway utilization comparison data to compare this year’s use of Runway 1 as compared to last year’s usage.

Community Open Forum

Mr. Heslin turned the meeting over to Mr. Andino for a status report on the *Community Open Forum*

Mr. Andino provided a report on the recent Community Open Forum as summarized below:.

- The TEB Noise Office held its Open Forum meeting for area residents on March 31, 2026.
- There were a total of 92 attendees at the virtual meeting.
- Meeting Summary:
 - In-depth presentation on TEB airport operations and noise topics, including roles and responsibilities, flight procedures and runway use.
 - An expanded open discussion session where residents provided comments, voiced concerns and asked questions.
 - Most cited concerns were traffic volume, use of the Runway 19 alternate approach, late night operations and aircraft altitudes.

Open Discussion

Comments/Requests from TANAAC Members:

At this point Mr. Richard Heslin opened the floor up for comments from TANAAC members present at the meeting as summarized here:

Bergen County Representative Lucine Beylerian spoke on behalf of Bergen County Executive James Tedesco. She thanked Mr. Andino for the Community Open Forum she attended, thought it worked very well and was looking forward to learning more at future TANAAC and Community Open Forum meetings.

Borough of East Rutherford Representative George Cronk had no additional comments.

City of Hackensack Representative Marlene Sommerville wanted to know if larger body aircraft were now being allowed into Teterboro Airport. Mr. Andino explained that Teterboro airport still maintained a strict 100,000 lb. weigh limit on aircraft. This was put in place years ago (1968) and was still in effect.

Borough of Hasbrouck Heights Mayor Ron Kistner followed up on Ms. Sommerville's question and asked if these larger aircraft were quieter since they are newer models. Mr. Andino responded that new production aircraft have to meet Stage 5 aircraft noise limits, which is the most stringent noise standard to date. Stage 5 aircraft are significantly quieter than prior stage aircraft.

George Mueller, Representative from Little Ferry, thanked Mr. Andino and the Noise Office staff for getting back to him promptly on his inquiries in the past.

John Brown, Representative from Maywood, inquired about Teterboro Airport's status as a reliever airport and wanted to know if there were other reliever airports in the metropolitan area and, if so, who they were.

Mr. Fiscus responded that Teterboro Airport had the distinction of being a general aviation reliever airport. He will get back to Mr. Brown with a list of other airports in the area considered reliever airports.

Mr. Brown observed that the timing of the Open Community Forum was not great. He felt that 3PM in the afternoon was difficult for many to attend and he suggested that they change the meeting time to possibly 6PM or 7PM in the evening.

Mr. Roy Luyster, Representative from Rochelle Park, commented that noise levels around Rochelle Park were lower and aircraft appeared to be flying higher. This was very good for the community.

Mr. James Linsalata, Representative from Rutherford, wanted to know what communities can do to encourage operators to use the routes that would support and protect local communities around the airport.

Mr. Ron Kistner replied that communities like his in Hasbrouck Heights had newsletters, websites and many other ways to disseminate information. He commented that once flight procedures are approved by the FAA, towns can get together and determine the best methods to market them.

Mr. Linsalata went on to ask about how to get aircraft operators and pilots to more frequently use the Runway 1 RNAV approach now that it is in place. He felt that promotional methods used for this procedure can be a blueprint for efforts to promote other flight procedures that HMMH is currently working on.

Mayor Ron Kistner asked if aircraft operators met to discuss routes.

Mr. Luyster replied that yes, pilots, ATCT and aircraft operators were involved in determining routes to use.

Mr. Andino explained that the new Runway 1 approach was published in January and made available for use in February 2026. This approach has had a positive response from the pilot community so far. Next steps involve the Noise Office tracking data on usage of this approach as the year progresses and promoting its use through continued engagement with the aircraft operator community.

Ms. Marlene Sommerville agreed that more time to accumulate usage data was needed, and asked if any type of incentive would be provided to encourage increased usage of the procedure.

Ms. Sherri Smith replied that it might be a good idea to discuss options during a separate TANAAC Executive Session. The other members of the TANAAC committee agreed that this would be a good idea.

Comments from guests present at the meeting:

At this point Mr. Heslin opened the floor to discussion from guests. Each guest speaker was required to be present in-person at the meeting and had 3 minutes to provide their comment/question to the committee. Responses from members of the TANAAC committee, if any, would be provided at the end after each guest had had a chance to speak.

Audrey Herget, resident of Park Ridge, commented that all noise abatement landing approaches, both new and old, should be included in any discussion regarding pilot and community outreach options. She was there to speak on behalf of her Pascack Valley community regarding noise and traffic volume due to traffic arriving to Runway 1/19. She provided a document called “*TANS2 Runway 19 Arrival Procedure Recommendations*” and asked that this be included with the minutes. The document is a 15 page memo regarding analysis of traffic over Woodcliff Lake from Runway 19 arrivals to Teterboro. (This document has been included with the minutes as Exhibit #1.)

She asked if noise was monitored only for departures and not for arrivals.

Mr. Andino clarified that the airport monitors all noise but only issues violations for departures that exceed noise limits.

Ms. Lois DiTommaso resident of Rutherford mentioned that she had attended TANAAC meetings for over five years and saw the pattern of alternate approaches being made available to pilots but those approaches not being used. She asked that the airport community do whatever they can to encouraged use of the new Runway 1 RNAV approach. She explained that this would make a huge difference in the quality of life for the people in her community. She went on to say she hoped it would be in use prior to the World Cup Games this summer.

Patrick Sullivan resident from Rutherford, mentioned that this was his first appearance at TANAAC. He wanted to expressed his concerns about volume and noise and mentioned that Easter Sunday evening he observed several planes coming “in one after another”. He asked if they could encourage a balance of flights so that it was not overwhelming for one area.

Eric Cheripka, a resident from Paramus, mentioned that volume was frequent, and every few minutes aircraft flew low over his house. He wanted to know who he could contact to put pressure to help alleviate this situation. He had already contacted Congressman Josh Gotthiemer about it, but wanted to know what else he could do. He asked if the bigger planes flew lower as this appeared to be his experience. He mentioned that he read that the Route 17 route was optional, and he asked if they could increase the usage by making it mandatory.

Mary Ellen Stickle, resident of Park Ridge, also represented the TANS2 group for Pascack Valley. She mentioned that the recent Open Public Form was “excellently done”. She was touched by the story from one resident who mentioned that his heart rate increased every time a plane traveled over his home. She could identify with the stories of people who reported that their trees were dying since she had noticed the same thing happening at her house. This is all attributed to the increased noise and pollution from aircraft traffic over the area. She agreed with Mr. John Brown with regard to the timing of the forum and felt that 6 to 8 during the week or 2 to 4 on a Saturday would work best. She went on to say, “on Sunday April 12th there were 305 total aircraft arrived to TEB of those 219 flew over her home on the approach to Runway 19 at altitudes between 1,400 feet and 2,500 feet as they descended towards the airport.” She observed that the

altitudes of the jets appeared to be getting lower. She did not understand why they needed to fly so low 12 miles out from TEB. With regard to the big planes, she mentioned that these larger planes emit a loud whistle noise as they descended. She wanted to know how much more jet traffic TEB could accommodate since they were already coming in once every two minutes. She mentioned that if anyone wanted information regarding the TANS2 group they could see her at the end of the meeting.

Lisa Cohen, resident of Paramus, said that the flights were damaging to the quality of life for herself and her neighbors. She explained how she cannot sit out in her backyard anymore on weekends because the aircraft noise was deafening as the planes fly over her house. She frequently has to stop talking while planes fly over. She said she also sees military planes that cause her entire house to shake when they fly by. She said that this was not acceptable and she wanted to know what was going to be done about it. She added that the planes were bigger. She believed that they were taking out seats so that they could meet the airport weight limit, but they were also still bigger in size. She agreed with Ms. Stickle about the whistle noise coming from the larger planes.

Steve Cohen, resident of Paramus, agreed with what Lisa Cohen said. He said that he could not sit on his patio and have a conversation with someone without having to stop mid-conversation when a plane flew over. The quality of life was “truly horrendous”. In addition, he brought up that this had a major impact on the property values of homes in the community. He did not understand why it was not mandatory for pilots to fly the Alternate Route 17 approach which would avoid residential neighborhoods. This situation created a poor quality of life and prevented homeowners from being able to enjoy their own property.

Frank Discipio, resident of Paramus, agreed with the prior speakers. He had similar issues with flights over his house and observed that they also impacted the public areas over the Bergen County Zoo area. He asked if use of the alternate approaches can be incentivized. He suggested two methods. One would be to provide some type of fiscal benefit or incentive to pilots or operators for using the alternate approach. The second would be to bring legal action against pilots and aircraft operators for the loss of property value experienced by homeowners. He felt this might be big enough to scare the top larger operators into using the alternate approaches more often.

Richard Heslin responded to the comments by saying that Runway 19 approach was something that TANAAC had been working on for the past 10 years with the FAA. It was slow going. TANAAC was working “with” the public “not against them” in getting these issues addressed. Most of these issues were within the FAA’s control. He went on to say that all aircraft fly within an acceptable range allowed by the FAA. Even if larger in size, the 100,000 lb. rule is “sacrosanct” at Teterboro. TANAAC has been working for years to address a number of the issues brought up by the public today. He encouraged people to continue to come and express their frustrations as they are all heard. The procedures that are being worked on right now with the FAA also are attempts to address some of these concerns. Progress is slow. Pilots have the option to fly the route that they consider to be the safest for them. The final decision on what route to use will always be with the pilot and the FAA does now allow any procedures to be made mandatory.

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 his appreciation for the varied ideas presented and assured everyone they would move forward to address issues discussed at the meeting. She looked forward to working with the consulting firm, and the FAA to address these issues. Mayor Kistner concurred with Ms. Smith and was looking forward to the collaboration effort of the new consulting firm and TANAAC. He anticipates active engagement on these issues going forward as they make plans towards real solutions.

The next TANAAC meeting will take place on Wednesday, July 15, 2026 in the Teterboro Airport Manager's Office Conference Room located at 90 Moonachie Avenue, Teterboro NJ.

Exhibit #1

April 15, 2026

Gabriel Andino
Manager, Noise Abatement Office
Teterboro Airport
Teterboro, New Jersey

Re: Runway 19 Arrival Concentration Over Pascack Valley – Observations and Practical Route
17 RNAV Alternatives

Gabe,

We wanted to follow up with you directly and once again after recent days where the volume and concentration of Runway 19 arrivals over Woodcliff Lake and the surrounding Pascack Valley have been unusually intense. On multiple occasions, aircraft were arriving at intervals of roughly one minute, effectively creating a continuous stream over the same corridor approximately 10–12 miles north of the airport.

Given our several years of working together on these issues, we thought it would be helpful to step back, synthesize what we are seeing on the ground, and align that with the current procedural structure as it appears from a review of the published FAA materials.

What Is Happening (Observed and Confirmed by Procedure Review)

Based on both direct observation and review of the current procedures, the situation appears to be driven by the following:

1. Early Merge Into a Single Southbound Arrival Corridor

Aircraft approaching Runway 19 are being sequenced and aligned relatively far north of the airport into a narrow, southbound track associated with the straight-in procedures (ILS / RNAV Y / RNAV Z). Once established, there is very little lateral deviation.

2. RNAV Precision Routing

With modern RNAV/GPS navigation, aircraft are effectively flying highly precise tracks. While there is technically a corridor, in practice it behaves like a single repeated line over the same neighborhoods.

3. Metered Arrival Stream

Aircraft are being spaced in a continuous sequence—approximately every 60–90 seconds—which produces the “conveyor belt” effect that residents are experiencing.

4. Location of the Impact Zone

At roughly 10–15 miles from the runway, aircraft are low enough, and adjusting thrust sufficiently, that the noise impact is particularly pronounced. This places communities such as Woodcliff Lake, Hillsdale, and Montvale directly in the highest-impact band.

The key point is that what we are experiencing is not random—it is the direct result of where the system chooses to merge and align aircraft for Runway 19.

Important Clarification – This Is Not a Single Fixed Line

It is clear from observation that there is some variation—we do see aircraft slightly west (closer to Route 17) or slightly east depending on spacing, vectoring, and conditions.

However, all of these paths are ultimately compressed into a single dominant arrival stream before final, which is why the practical effect remains one of concentrated overflight.

The Existing Route 17 Alternative – Underutilized but Highly Relevant

As you know, the FAA and the Port Authority have already recognized a meaningful alternative in the form of the RNAV (GPS) X RWY 19 procedure.

This approach:

- Tracks generally along the Route 17 corridor
- Uses a western alignment with an offset final
- Delays the turn onto the runway until closer to the airport

From both a technical and common-sense standpoint, this is precisely the type of routing that would materially reduce the concentration over the Pascack Valley.

However, based on current practice:

- It appears to be used only selectively
 - It requires pilot request and ATC approval
 - It is least likely to be used during the very periods of highest traffic, when relief is most needed
-

What Could Be Done – Practical and Feasible Steps

Based on everything we have worked on together, and consistent with the FAA's own prior framework, there are several realistic and actionable paths forward:

1. Expand Routine Use of the Route 17 RNAV Approach

The most immediate and practical step would be to encourage broader, more systematic use of the RNAV (GPS) X RWY 19, particularly during moderate-to-heavy traffic periods where feasible.

2. Shift the Effective Merge Point Westward

The concentration problem is fundamentally driven by how early aircraft are brought onto final.

A meaningful improvement would come from keeping aircraft west (Route 17 side) longer and delaying final alignment until closer to the runway. This could be explored through adjusted vectoring practices, modified RNAV transitions, or formal procedural refinement.

3. Evaluate a Dual-Track / Split Arrival Concept

Where traffic volume allows, alternating or parallel use of a western (Route 17) corridor and the existing central/eastern corridor would reduce repetitive overflight and distribute impact more equitably.

4. Consider Altitude Enhancements

While not a substitute for lateral dispersion, increasing arrival altitudes earlier in the approach would provide meaningful noise relief.

The Easiest Path Forward

From a practical standpoint, the lowest-friction, highest-impact step appears to be:

Expanding the operational use of the existing Route 17 RNAV (GPS) X RWY 19 procedure through coordination among your office, TANAAC, and the FAA.

This approach builds on a solution that has already been studied, published, and demonstrated to be operationally viable under certain conditions.

A Constructive Next Step

It may be useful to undertake a joint review of:

- Current usage levels of RNAV X versus straight-in procedures
- Operational constraints limiting broader use
- Specific conditions under which Route 17 routing could be expanded

This could be advanced within the TANAAC framework for structured evaluation and recommendation.

Closing

Gabe, we want to emphasize that this note is very much in the spirit of the work we have done together over the years. The progress made—particularly in identifying alternatives like the Route 17 corridor—has been meaningful.

What we are seeing now is simply the practical consequence of how the current system is being utilized under higher traffic conditions.

The encouraging point is that the solution pathway is already visible, already studied, and at least partially in place. It is now a question of how to put it into operation more consistently and effectively.

We appreciate your continued engagement on this and would welcome the opportunity to discuss further or participate in any working session that could help move this forward constructively.

Warren Feldman – Woodcliff Lake
Audrey Herget – Park Ridge
Gregory Hoffman – Park Ridge - Councilman
Mary Ellen Stickel – Washington Township
TANS2
tanspvnj@gmail.com

cc: TANAAC Board Chairman
Sherri Smith – Teterboro Airport Manager

Appendix A & Map attached

I. APPENDIX A - PURPOSE AND SUMMARY

This Technical Appendix is submitted to document and analyze the current concentration of Runway 19 arrival traffic into Teterboro Airport over northern Bergen County, and to present a technically viable alternative routing structure aligned with the Route 17 corridor.

The analysis demonstrates that:

- The existing arrival architecture relies on early merge into a single, narrow southbound RNAV/ILS corridor, producing repetitive overflight concentration.
- The FAA has already recognized and published a Route 17–aligned RNAV alternative (RNAV (GPS) X RWY 19).
- However, that procedure is not deployed as a primary arrival flow, resulting in continued disproportionate impact on specific communities, including Woodcliff Lake and the Pascack Valley.

This Appendix supports a request for formal FAA review and procedural modification to achieve meaningful dispersion and noise mitigation.

II. CURRENT PUBLISHED RUNWAY 19 PROCEDURES

Runway 19 at Teterboro currently utilizes the following instrument procedures:

- ILS OR LOC RWY 19
- RNAV (GPS) Y RWY 19
- RNAV (GPS) X RWY 19 (Route 17 Offset)
- RNAV (RNP) Z RWY 19

A. Straight-In Arrival Structure (ILS / RNAV Y / RNAV Z)

The dominant arrival configuration is the straight-in final approach, characterized by:

- Final approach course: approximately 195°
- Key intermediate fixes:
 - UNVIL (Initial/Intermediate Fix)
 - TUGGZ (Final Approach Fix)

Aircraft are routinely:

- Sequenced north of Bergen County
- Aligned early onto the 195° course
- Flown in a continuous, tightly spaced stream to runway threshold

Operational Result:

This structure creates a highly concentrated arrival corridor with continuous aircraft spacing of approximately 60–90 seconds, resulting in repetitive overflight of the same geographic band, including Woodcliff Lake, Hillsdale, Montvale, and Park Ridge.

III. NATURE OF THE CONCENTRATION PROBLEM

A. RNAV-Based Precision Routing

Modern FAA procedures utilize RNAV (satellite-based navigation), which constrains aircraft to precise lateral tracks and reduces the natural dispersion that existed under earlier radar-vectoring practices.

B. Early Merge Point

Aircraft are merged into the final approach stream too far north of the airport, resulting in extended straight-line flight over residential areas with minimal lateral variation.

C. Metered Arrival Flow

Air Traffic Control sequences aircraft into a single continuous stream, producing consistent spacing and the observed “one aircraft per minute” condition.

IV. EXISTING ROUTE 17 RNAV ALTERNATIVE

A. RNAV (GPS) X RWY 19 Procedure

The FAA and Port Authority have developed a noise-abatement procedure:

- RNAV (GPS) X RWY 19
- Designed to follow the Route 17 transportation corridor
- Incorporates an offset final approach (approximately 13° offset from runway heading)

B. Key Waypoints (Route 17 Corridor)

The procedure includes a western-aligned sequence of fixes:

- CUROK / EMPTY (transition region)
- WHOLN
- MOOGZ
- DUUNE
- Final intercept near COFFS / runway environment

C. Design Intent

- Shift aircraft westward

- Reduce overflight of densely populated residential areas
 - Delay final alignment until closer to the runway
-

V. LIMITATIONS OF CURRENT IMPLEMENTATION

Despite its availability, the Route 17 procedure is not used as a primary arrival flow.

A. Operational Constraints

- Must be requested by flight crew
- Subject to ATC approval
- Often unavailable during high traffic volume

B. Practical Effect

- Used sporadically, not systematically
 - Ineffective in addressing peak-period concentration
 - Does not materially alter the dominant overflight pattern
-

VI. TECHNICAL BASIS FOR ROUTE 17 REALIGNMENT

The current concentration is not an unavoidable condition—it is the result of:

- Where aircraft are merged into the arrival stream
- How early they are aligned with final approach

Key Technical Principle:

Shifting the merge point westward and delaying final alignment will materially redistribute overflight patterns.

VII. PROPOSED PROCEDURAL MODIFICATIONS

A. Repositioning of Arrival Geometry

The FAA should evaluate:

1. Reducing reliance on early UNVIL-based alignment
 2. Establishing a western arrival spine aligned with Route 17
 3. Delaying final approach intercept until a shorter distance from the runway
-

B. Expanded Use of Route 17 Waypoint Structure

The following structure should be considered as a primary arrival flow:

- Northern transition → CUROK / EMPTY region
 - Southbound alignment → WHOLN → MOOGZ → DUUNE
 - Late turn to runway → short final intercept
-

C. Dual-Track or Split Arrival Model

Where traffic volume permits:

- Implement parallel or alternating arrival tracks:
 - Western (Route 17 aligned)
 - Existing central/eastern corridor

This would reduce repetitive concentration and distribute noise impact more broadly.

D. Controller Vectoring Adjustments (Interim Measure)

Pending formal redesign:

- Encourage later base-to-final turns
 - Maintain aircraft west of the current corridor longer
-

VIII. EXPECTED COMMUNITY IMPACT

Implementation of a Route 17–aligned arrival structure is expected to:

- Reduce continuous overflight concentration over Pascack Valley
 - Shift traffic toward a transportation corridor rather than residential zones
 - Shorten the distance of low-altitude straight-in flight
-

IX. REQUEST FOR FAA ACTION

This Appendix supports a formal request that the FAA:

1. Evaluate current Runway 19 arrival concentration patterns
2. Compare operational usage of straight-in procedures versus RNAV X
3. Assess feasibility of expanded or primary use of Route 17–aligned arrivals
4. Consider redesign of RNAV transitions and merge points

5. Conduct noise and overflight impact analysis for affected communities
-

X. CONCLUSION

The concentration of Runway 19 arrivals over northern Bergen County is structural, not incidental, and is a direct result of current RNAV design and operational usage.

A viable alternative already exists in the Route 17 RNAV framework.

The issue is therefore not one of feasibility, but of implementation, prioritization, and procedural design choice.

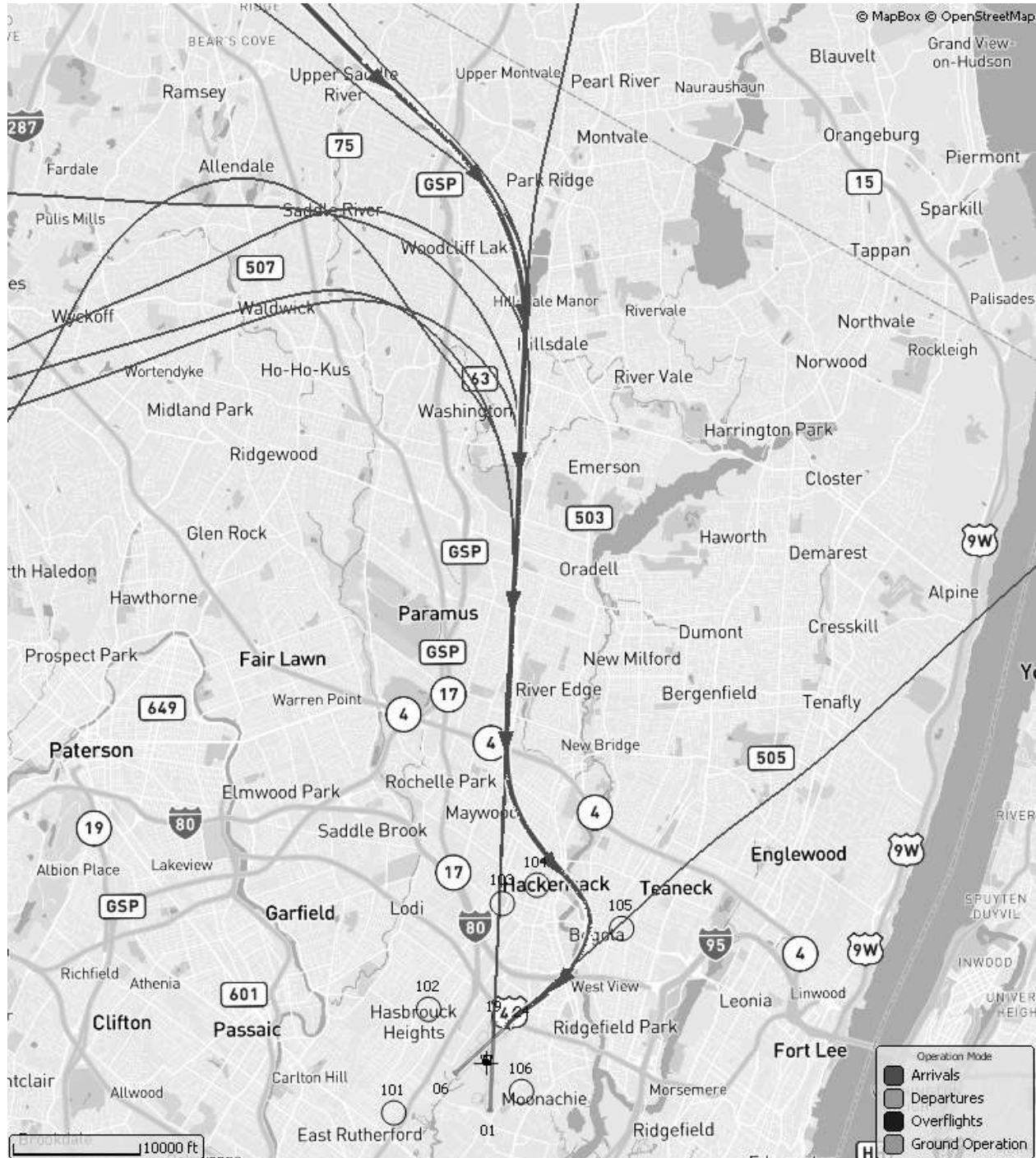
180 Total Arrivals



Runway 19 & 24 Arrivals 4/4/2026

10 Runway 19 & 24 Arrivals

168 Total Arrivals

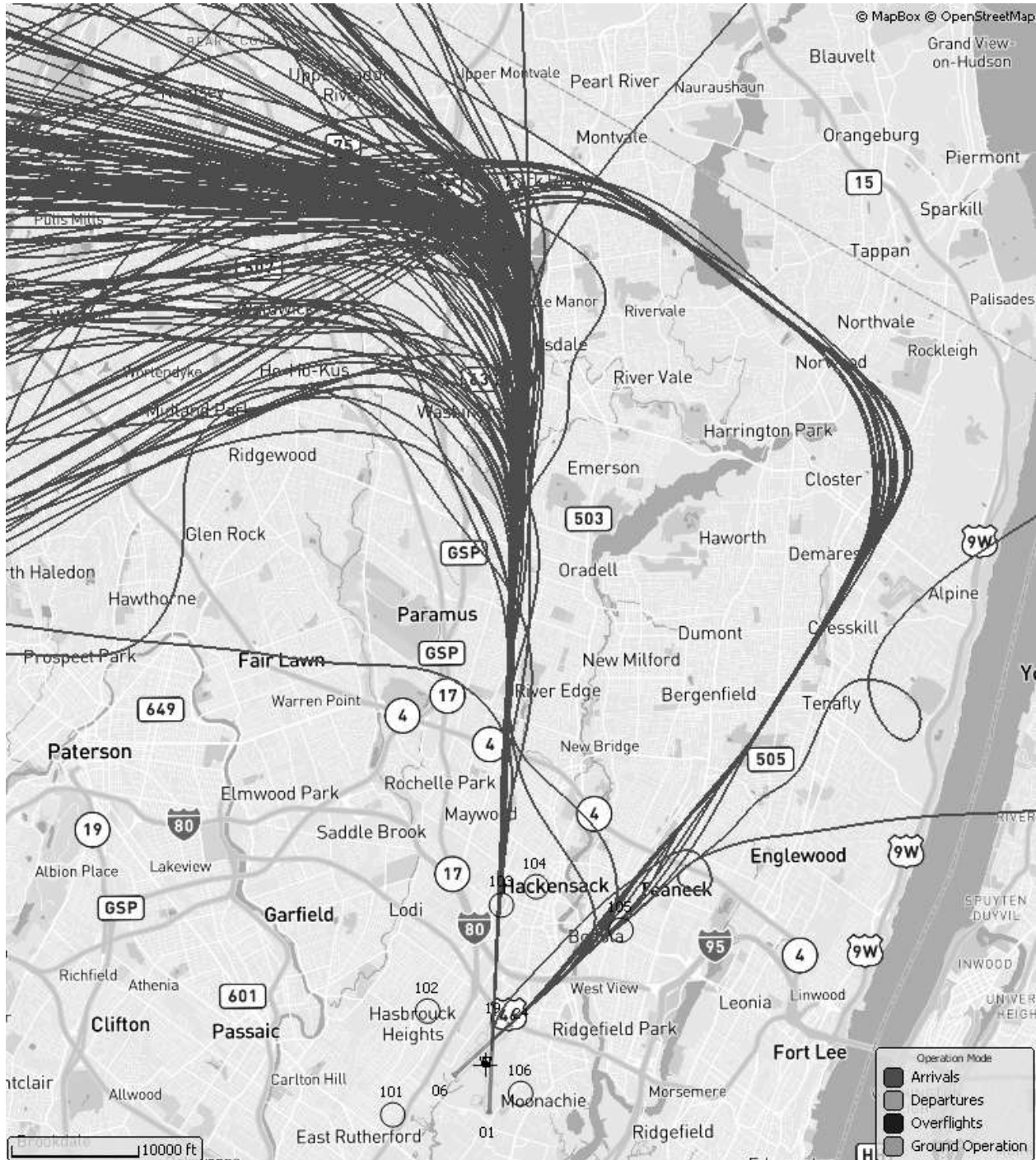


Data Source: PANYNJ Aircraft Noise and Operations Management System (ANOMS)

Runway 19 & 24 Arrivals 4/5/2025

177 Runway 19 & 24 Arrivals

250 Total Arrivals

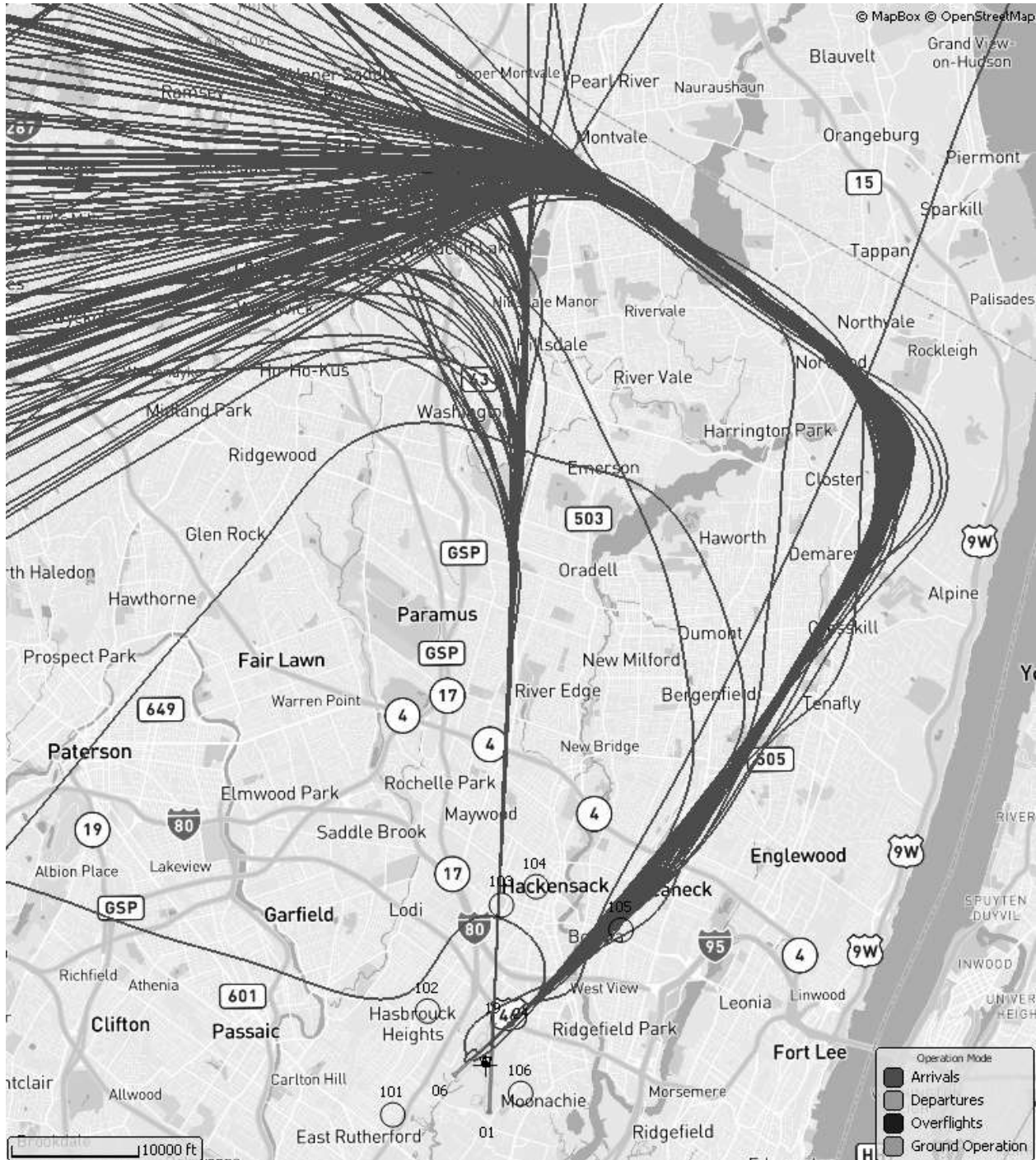


Data Source: PANYNJ Aircraft Noise and Operations Management System (ANOMS)

Runway 19 & 24 Arrivals 4/6/2025

200 Runway 19 & 24 Arrivals

271 Total Arrivals



Data Source: PANYNJ Aircraft Noise and Operations Management System (ANOMS)