

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)

SUMMARY OF MEETING

Virtual Meeting

January 24, 2024, 6:00PM

ATTENDANCE

Scott Marsh, Interim Airport Manager Teterboro Airport	Port Authority of NY & NJ
Rick Vander Wende, Manager of Contract Services Teterboro Airport	Port Authority of NY & NJ
Sarah McKeon, General Manager NJ Airports	Port Authority of NY & NJ
Doug Sterns, Aviation Operations Officer	Port Authority of NY & NJ
Juan Rojas, Senior External Relations Client Manager	Port Authority of NY & NJ
Kristen Figaro, Government & Community Relations	Port Authority of NY & NJ
Ralph Tamburro, Aviation Project Manager NJ Airports	Port Authority of NY & NJ
Edelana Van Marter, Deputy General Manager NJ Airports	Port Authority of NY & NJ
Jacob Attwood, Port Authority Noise Office	Guest
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 A'Hara, Manager Airport Operations Teterboro Airport	Teterboro Airport/Avports
Mary McCarthy, FAA	FAA
Kathleen Moclair-Shea, FAA	FAA
Paul J Griffo, TANAAC Co-Chairperson	Borough of Rutherford
Councilmember Diane DeBiase	Borough of Carlstadt
Deputy Mayor Kathy Canestrino	City of Hackensack
Councilmember George Cronk	Borough of East Rutherford
Councilmember George Muller	Borough of Little Ferry
Councilmember Sam Conoscenti	Borough of Maywood
Commissioner Wanda Portorreal	Village of Ridgefield Park
Peter Kortright III	Bergen County Government
Alex Gertsen,	National Business Aviation Assoc. (NBAA)
Joseph Dickinson	Teterboro Users Group (TUG)
Dave Kingma	Guest
Allen Cohen	Guest
Lois Ditommaso	Guest
Audrey Herget	Guest
Gregory Hoffmann	Guest
Kathryn Lamond	Guest
Matthew Murray	Guest
Louis Roer	Guest
Michael Sheinfeld	Guest
Mary Ellen Stickel	Guest
John Brown	Guest
Theodore F. Preusch	Guest
Dial in - xxx-xxx-1573	Guest
Dial in - xxx-xxx-3022	Guest
Dial in - xxx-xxx-3118	Guest
Dial in - xxx-xxx-4834	Guest
Dial in - xxx-xxx-5170	Guest

**TANAAC – Full Year 2023 Meeting
Teterboro Airport
January 24, 2024 – 6PM
Virtual Meeting
Minutes Summary**

Scott Marsh, Interim Airport Manager, Teterboro Airport opened the meeting and welcomed committee members and guests. He announced to the committee that Maria Sheridan, Manager Teterboro Airport, had retired and that he would be assuming the role of Interim Airport Manager for Teterboro Airport.

Mr. Marsh then turned the meeting over to Paul Griffo, Co-Chair for his opening remarks.

Mr. Griffo welcomed everyone to the meeting and shared his hopes for a productive meeting.

Mr. Marsh then took attendance of TANAAC Members present at the meeting as follows:

Member	Official/Designated Representative Present
Borough of Bogota	Not present
Bergen County	Peter Kortright
Borough of Carlstadt	Councilmember Diane DeBiase
Borough of East Rutherford	Councilmember George Cronk
City of Hackensack	Deputy Mayor Kathy Canestrino
Borough of Hasbrouck Heights	Not present
Borough of Little Ferry	Councilmember George Mueller
Borough of Maywood	Councilmember Sam Conoscenti
Borough of Moonachie	Not Present
Village of Ridgefield Park	Commissioner Wanda Porterorreal
Township of Rochelle Park	Not Present
Borough of Rutherford	Paul Griffo
Town of Secaucus	Not present
Township of South Hackensack	Not present
Township of Teaneck	Not present
Borough of Teterboro	Not present
Borough of Wood-Ridge	Not present

Mr. Marsh turned the meeting over to Mr. Gabe Andino, Manager Teterboro Airport Noise Abatement Office for the first item on the agenda which was a brief overview of TANAAC.

Mr. Andino’s report is summarized here:

TANAAC was established on February 26, 1987 in response to public concerns in the Southern Bergen County area regarding noise from aircraft departing and arriving at Teterboro Airport during nighttime hours. The main purpose of TANAAC is to maintain meaningful dialogue between the airport and residential communities close to the airport with the goal of enhancing the quality of life for residents in these communities while maintaining efficient operations at the airport. TANAAC is composed of elected officials from 16 local towns from within a five-mile radius of Teterboro Airport, elected members of Bergen County Government, NJ State Government and Federal Government representatives as well as members of the Aviation Community, the Teterboro Airport Manager, the Teterboro Airport FAA Tower Manager, Fixed Base Operators at Teterboro, and heads of corporate flight departments. The general public can attend as

observers. TANAAC has two chairpersons. Mr. Paul Griffo of Rutherford currently serves as the community co-chairperson and the current Interim Teterboro Airport Manager, Mr. Scott Marsh.

TANAAC governing by-laws can be found online at the following address:

<https://aircraftnoise.panynj.gov/tanaac-by-laws/>

Mr. Andino went on to provide a brief overview of the Teterboro Airport Noise Abatement Rules as summarized here:

Runway 24 has a maximum noise level of 80 dB(A) between the hours of 10PM and 7AM and 90 dB(A) between the hours of 7AM and 10PM. Runways 1, 6 and 19 have a maximum limit of 90 dB(A) at all hours. Helicopter departures have a maximum limit of 95 dB(A) at all hours. If a departing aircraft exceeds maximum noise levels a violation is issued to the owner/operator of the aircraft. Three violations within a two year period can result in an aircraft being permanently banned from Teterboro Airport. Violations are maintained for two years.

Mr. Andino then turned the meeting back over to Mr. Marsh for the second item on the agenda which was an Airport Operations Update.

Mr. Marsh's update is summarized here:

- 2024 Airport Construction Projects
 - Runway 1/19 Rehabilitation
 - Mill and Pave
 - Upgrade Lighting Systems to LED
 - Primary hours of work will take place during overnight hours to minimize the impact on airport operations.
 - Rehabilitation of Stormwater Drainage Systems
 - Multiple locations around the airport both airside and landside
- FAA Construction Projects:
 - FAA Construction of new Air Traffic Control Tower (ATCT)
 - Construction continues and is moving ahead on schedule. The new ATCT is anticipated to be commissioned for use by October of 2024.

At this point Mr. Marsh turned the meeting back over to Mr. Andino for a report on the Teterboro Airport Good Neighbor Awards.

Mr. Andino announced that Teterboro Airport was bringing back the Good Neighbor Awards as part of the broader Fly Quiet Program being rolled out this year. He provided a brief summary of the Teterboro Airport Good Neighbor Awards program and announced the winners of the 2022 and 2023 Good Neighbor Award as summarized here:

The Teterboro Airport Good Neighbor Award is presented to airport users who meet mandatory noise rules (no violations of departure noise limits), meet Teterboro Airport's voluntary restraint from late night operations criteria (no conducting of flights during the hours of 11PM and 6AM), and meet Teterboro Airport's minimum requirement for the number of flights during the year. Honorable mention goes to those who meet these requirements but had one late night flight during the year. Award plaques will be sent to each recipient. Congratulations to all our winners!!!!

Mr. Andino announced the 2023 and 2022 winners and honorable mentions as follows:

The Teterboro Airport Good Neighbor Award winners for 2023:

Zip Aviation	TRFO, LLC (<i>received honorable mention in 2022</i>)
Bank of America	EWA Holdings, LLC
Nicholas Services, LLC (<i>received honorable mention in 2022</i>)	Philip Fernandez (<i>winner 2022 & 2023</i>)
Corporate Air, LLC (<i>received honorable mention in 2022</i>)	Paradiso Aviazone, LLC
Limited Brands Inc. (<i>winner 2022 & 2023</i>)	Gotham Helicopters, LLC
Starr Equipment Corporation (<i>winner 2022 & 2023</i>)	Jobs Lane Aviation, LLC
Oliver Sterling	SBJ Aviation, LLC (<i>winner 2022 & 2023</i>)
GI Aviation, LLC (<i>received honorable mention in 2022</i>)	

Honorable Mention for 2023:

Airsprint Inc
Tudor Investments Corporation
Pam Jets

The Teterboro Airport Good Neighbor Awards winners for 2022:

Limited Brands, Inc	ROP Aviation Inc
Stryker Corporation	Snails Pace Aviation, LLC
Sky, LLC	Thomas H. Lee Capital, LLC
Alpha Flying Inc	Starr Equipment Corporation
Sky Quest, LLC	Gruss & Company
Aircraft Management Group Inc	Phillip Fernandez
DRW Aviation, LLC	Three Cities Research Inc
SBJ Aviation, LLC	

Honorable Mention for 2022:

Hop-A-Jet Worldwide Jet Charter	Weatherstone Air Inc
Corporate Air, LLC	Andersen Tax, LLC
Starlink Aviation	TRFO, LLC
Nicholas Services, LLC	GI Aviation, LLC
Thrive Aviation	Blue City Holdings, LLC
BGHN Holdings, LLC	Hertz Corporation
	Harland Clarke Corporation

OLD BUSINESS

Mr. Andino continued with the next item on the agenda which was an update on the Letter of Request to the FAA for Proposed Noise Abatement Measures.

The TANAAC committee letter of request was submitted to the FAA in June of 2023. The four measures requested in the letter are as follows:

1. Review the feasibility of developing and publishing an offset approach procedure to Runway 6.
2. Implement a Published Approach Procedure to Runway 1 and increase usage of this runway for arrivals.
3. Increase usage of the RNAV (GPS) X RWY 19 Approach during daytime hours by advertising this procedure on the TEB Automatic Terminal Information Service (ATIS) as the approach in use during daytime hours on Saturdays and non-peak daytime hours on Sundays.
4. Review the feasibility of increasing aircraft altitude at the Initial Approach Fix, UNVIL, for the ILS RWY 19 and RNAV (GPS) Y RWY 19 approaches from 2,000 ft. to 3,000. Ft.

At this point Mr. Andino deferred to the FAA representatives present for an update on the status of these measures.

Ms. Mary McCarthy explained that the FAA was currently awaiting a response from the Port Authority on their request for a consolidated list of priorities involving all Port Authority airports. As Ms. McCarthy explained, the FAA needs this list because they cannot work on everything all at once and they need this list to set their priorities. In the meantime, during a routine look at some of the current procedures in place the FAA decided that an RNAV approach procedure to Runway 1, which will eliminate the ILS 6 circle to Runway 1 procedure and provide pilots with horizontal guidance and vertical advice, would enhance safety at Teterboro Airport so they have been working on this procedure. The FAA has an estimated publication date of February 2025 for this approach.

Mr. Marsh thanked Ms. McCarthy for the update and commented that he appreciated the FAA's work on this new approach to Teterboro Airport as well as on all the FAA was doing towards noise abatement for all the Port Authority airports.

At this point Mr. Andino opened the meeting up to questions for the FAA representative.

Ms. Lois Ditomaso, a resident of Rutherford, asked if anything was being done for Runway 6.

Ms. McCarthy explained that nothing was being done at this time since, as she explained earlier, the FAA was waiting for the Port Authority list of priorities. In addition, the FAA was facing staffing issues that limited their ability to concentrate on newer initiatives at the moment. She mentioned that when the new approach to Runway 1 is published in 2025 people who live under the ILS approach to Runway 6 will probably get a little bit of relief because aircraft will no longer be approaching Runway 6 and then circling around to Runway 1.

Kathy Canestrino, Deputy Mayor of Hackensack, mentioned that one of the measures requested in the letter to the FAA was a request to increase usage of the RNAV (GPS) X RWY 19 approach during daytime hours. She asked if there was any information on this measure that could be shared with the committee.

Ms. McCarthy had no update at this time.

Ms. Canestrino emphasized that this was a really high priority for the Hackensack community.

Ms. McCarthy acknowledged her understanding of this and reiterated that current FAA staffing shortages made it difficult to work on new initiatives at this time.

Mr. Marsh added that a little later in the presentation they would be talking about outreach efforts that the airport was taking with the pilot community to increase the usage of the approach.

Mr. Andino continued the meeting by providing an update on the *Noise Compatibility Program (NCP)* as summarized here:

The final Teterboro NCP was submitted to the FAA on July 15, 2022, it was approved on January 10, 2023. Federal Register Notice was published on January 17, 2023 and email notification was sent to Technical Advisory Committee members on January 20, 2023.

The Teterboro NCP had 16 Noise Abatement (NA) measures, 7 of these were new measures and 9 were existing measures. Of the 7 new measures 4 were approved to be pursued as part of the 150 Program and 3 were not approved under the Part 150 criteria but the Port Authority will be pursuing those measures separately.

The three disapproved measures were NA #4 which was to implement an Offset Approach Procedure to Runway 19, (NA #4 has already been implemented), NA #5 which was to implement an Offset Approach Procedure to Runway 6, and NA#7 which was to implement a Published Departure Procedure from Runway 19.

Mr. Andino went on to discuss the seven new measures in more detail as summarized here:

NA #1 – Implement a Runway 24 Departure Turn to 230 degrees at Night. This measure was approved and entered into the FAA’s Gateway Portal in November of 2023. It is currently in the review process for future design and implementation. This measure was designed to change the Runway 24 departure headings at night from 240 degrees to 230 degrees. This measure will be used exclusively at night and would allow for aircraft to track more to the east over more compatible land use areas to reduce noise exposure for residents within the 65 DNL contour. This approach is dependent on a modification to the approach for Runway 22 at Newark Airport which is included in the Newark Airport NCP.

NA #2 – Encourage Intersection Departures from Taxiway K on Runway 1 at Night. This measure was approved, and we are in the process of engaging with FAA ATC for implementation. This measure would encourage aircraft to start their take off roll for departure at the intersection of Taxiway K rather than from the end of the runway. This would reduce noise impact on the communities near the end of the runway south of Moonachie Avenue. The goal is to have this up and running later this year.

NA #3 – Design and Implement a Centralized Aircraft Run-up Pad. This measure was approved, and implementation is planned for a future date. A maintenance run-up is when an aircraft tests one or both of its engines at a high power setting. These are currently conducted at three locations at the airport along the edges next to the runways. When run-ups are conducted a lot of noise is generated. This measure would relocate all aircraft maintenance run-ups to a centralized aircraft run-up pad adjacent to Taxiway Q. This would allow for a reduction of noise near communities at the edges of the airport by locating the run-ups to an area closer to the center of the airport.

NA #4 – Implement an Offset Approach Procedure to Runway 19. This measure was disapproved for the purpose of the Part 150 study but was pursued by the Port Authority and the Teterboro Aircraft Noise Abatement Advisory Committee and was implemented with the RNAV (GPS) X Runway 19 arrival procedure published on December 31, 2020. This measure provides for an offset approach procedure to Runway 19. This offset procedure is intended to reduce the amount of aircraft over the Hackensack University Medical Center.

NA #5 – Implement an Offset Approach Procedure to Runway 6. This measure was disapproved for the purpose of the Part 150 study but is being pursued by the Port Authority outside of the Part 150 study and

was entered into the FAA's Gateway Portal in August 2023. This measure would implement an offset approach to Runway 6.

NA #6 – Implement a Published Approach Procedure to Runway 1 and Increase Usage at Night. This measure was approved, is already in development, and publication of the procedure is estimated to take place February 2025. This measure would implement a published instrument based approach procedure to Runway 1.

NA #7 – Implement a Published Departure Procedure from Runway 19. This measure was disapproved for the purpose of the Part 150 study but is being pursued by the Port Authority outside of the Part 150 study and was entered into the FAA's Gateway Portal in November 2023. The measure would implement a published departure procedure from Runway 19 that would allow expanded use of this Runway for departures particularly during nighttime hours. Since there is an airspace conflict with Newark one option to resolve this would be to design a departure procedure that takes advantage of airspace south-east of Teterboro that is normally reserved for LGA traffic but would be available during late night hours.

At this point Mr. Andino opened the floor to questions.

With no questions brought before the group Mr. Andino proceeded with the meeting and introduced the new Teterboro Airport Noise Specialist, Alejandra Cabrera, to the committee. Mr. Andino welcomed her to the Noise Office team. Welcome Alejandra!!!

Mr. Andino continue with a brief overview of the operator outreach efforts that took place in 2023. Local level outreach efforts included pilot briefings, creation of awareness posters, distribution of a revised Flight Crew Handbook, updating the online version of the Flight Crew Handbook, and outreach to the Eastern Regional Helicopter Council. Regional level outreach efforts involved staffing an exhibit at the NBAA Schedulers and Dispatcher's Conference and BACE convention, reaching out to flight departments of our largest operators and developing a working relationship with FlightSafety International.

Mr. Andino continued with the next item on the agenda which was the Noise Office Statistical Report for the full year 2023 as summarized here:

Airport Statistics for the Full Year 2023

Aircraft Movements:

The airport had a total of 171,460 movements in 2023. This reflected a 2.59% increase in movements over last year.

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

We had 8,355 nighttime movements between the hours of 11:00PM and 6:00AM. Nighttime flights made up 4.87% of total movements. Nighttime activity was up slightly.

Noise Exceedance Violations:

The airport issued a total of 76 first time violations and 3 second time violations in 2023. First time violations were up compared to 2022. The airport has a policy of "three strikes and you are out". This means that three violations notices issued within a two year period can result in an aircraft being banned from Teterboro Airport permanently. In 2023 one aircraft received three violation notices and had it's permission to operate at Teterboro Airport withdrawn.

Runway Utilization:

The most utilized runway for arrivals was Runway 19 with 52.01% of arriving flights using this runway. The most utilized runway for departures was Runway 24 with 56.27% of departing flights using this runway.

Helicopter Route Utilization:

The southern route to and from Manhattan was the primary helicopter route used for 77.09% of arrivals and 76.08% of departures.

RNAV (GPS) X Runway 19 Offset Approach Utilization – 4th Quarter 2023

Runway 19 Arrivals: 24 Hours – Out of a total of 11,637 arrivals, 208 utilized the offset approach during the 4th quarter of 2023. This reflected an overall 24 hour usage of 1.79%.

Runway 19 Arrivals: (Nighttime) - 10:00PM – 7:00AM – Out of a total of 971 arrivals during nighttime hours, 204 utilized the offset approach during the 4th quarter of 2023. This reflected a usage of 21.01%.

Availability of the RNAV (GPS) X Runway 19 approach is dependent on several factors including weather, visibility and air traffic volume. Overall use of the approach was down slightly during the 4th quarter.

Sample Flight Tracks by Altitude

In response to a request brought up at a prior TANAAC meeting, Mr. Andino showed slides reflecting sample flight tracks for arrivals and departures for the most frequently used runways at the airport.

Arrivals - Altitude for arrivals was displayed on a 5 mile radius map and a 20 mile radius map. Instrument arrival tracks to Runways 6, 19 and 24 were displayed. The approach to Runway 6 was shown coming in to the airport from the southwest, Runway 19 from the north and the RNAV Runway 24 approach coming in from the north and then tracking to the north-east as it lined up with the Runway centerline in preparation for landing. These are the most common approach paths into the airport. The altitude map showed that within 5 miles of the airport arriving aircraft were generally within 1,500 feet or less as they descend into the airport. Further out arriving aircraft were generally within 3,000 feet and 1,500 feet as they gradually decreased to approached the airport.

Departures – Altitude for departures was displayed on a 5 mile map. A departure track for Runway 1 and Runway 24 were displayed. The Runway 1 departure path is to the north of the airport. The sample track presented showed an aircraft departing from Runway 1 taking a quick turn to the east, followed by a left turn to the west. (This pattern can vary widely depending on destination of the departing aircraft). The Runway 24 departure path is to southwest of the airport. Runway 24 departures generally keep to a consistent pattern order to not conflict with aircraft approaching to land at Newark. The altitude map showed that within 5 miles of the airport departing tracks are generally low. This is due to the airspace complexity in the region. Teterboro departing aircraft are kept at lower altitudes to avoid coming in to conflict with traffic from other aircraft operating at higher altitudes over this area.

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

RMS 101 – (7th & Berry Street in Carlstadt) – 57.0 DNL (-0.1 decrease)
RMS 102 – (Hamilton Street in Hasbrouck Heights) – 34.8 DNL (-1.3 decrease)
RMS 103 – (Prospect Ave – Hackensack) – 60.4 DNL (-0.8 decrease)
RMS 104 – (Park Street – Hackensack) – 53.0 DNL (-0.1 increase)
RMS 105 – (Bogota High School) – 47.8 DNL (+0.1 decrease)
RMS 106 – (Joseph Street – Moonachie) – 51.5 DNL (-0.2 change)

Noise Complaints:

The airport received 70,814 noise complaints from 622 callers in 2023. 34,101 of these complaints came from 60 callers using third-party application software to register complaints. Complaints were down in 2023 compared to 2022.

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

The communities that registered the most complaints were Maywood with 29,231 complaints from 11 residents, (One Maywood resident registered 28,925 complaints all by himself.), Rutherford registered 2,855 complaints from 31 residents, and Hackensack registered 2,703 complaints from 31 residents.

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

The communities that registered the most noise complaints were Newark with 21,384 complaints from 4 residents, Lyndhurst which registered 3,646 complaints from 27 residents, Cresskill which registered 2,987 complaints from 12 residents, (One Cresskill resident registered 2,104 of those complaints.), and Tenafly which registered 1,832 complaints from 20 residents.

Noise Complaints – Nature of Disturbance:

By far the majority of callers in 2023 chose “Too Loud & Too Low” as the reason for their complaint. 58,956 callers gave this as the reason. The second most cited reason was “Too Loud”, with 9,941 callers giving this as the reason for their complaint. To a lesser extent “General Complaint/Other was cited by 867 callers. The remaining reasons given were “Too early, or Too Late”, “Too Low”, “Too Frequent”, “Change in Flight Pattern”, “Excessive Vibration” and “Hovering”.

Noise Complaints – Regional Complaints:

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

OPEN DISCUSSION

At this point Mr. Andino opened the meeting to questions and comments from TANAAC committee member towns as summarized below:

Ms. Kathy Canestrino, Deputy Mayor of Hackensack, thanked Mr. Andino for his presentation and commented that she was disappointed with the low usage of the Runway 19 alternate approach during daytime hours, and she hoped that this coming year they could “dig in” with the FAA and improve those numbers. In addition, she reiterated her concerns about the size of aircraft utilizing the airport and asked about the current Teterboro airport 100,000lb weight limitation and how it was enforced.

Mr. Marsh explained that the 100,000lb weight limitation is based on the actual operating weight of the aircraft as it operates at Teterboro airport. While the aircraft is on the ground at Teterboro it cannot be over 100,000lbs. Some aircraft operate in and out of Teterboro have the potential to operate at a weight above 100,000lbs. In those cases, the airport requires that the operator provide information that certifies that while the aircraft is operating at Teterboro they are operating at less than 100,000lbs. This applies to both arriving and departing aircraft.

Deputy Mayor. Canestrino went on to speculate that the departure weight for aircraft would be heavier with fuel and asked how weight was being verified. She further observed that very large aircraft appeared to be coming in and out of Teterboro and used the example of the Embraer E190 which has a maximum takeoff

weight of over 120,000lbs. She requested a list of the aircraft that are allowed to operate at the Airport that have the potential to be over 100,000lbs. She expressed concern that we were just “taking the word” of the operators regarding weight especially on departure.

Mr. Marsh explained that there is a process in place. Aircraft operators have to provide written documentation of the weight of the aircraft at arrival and again before departure.

Deputy Mayor Canestrino asked if this meant that aircraft going to Europe would not be fully fueled so that they can depart at the 100,000lbs limit.

Mr. Marsh explained that any aircraft that has the capability of operating above 100,000lbs, when operating in and out of Teterboro, must provide details of the aircraft and/or what changes had been made to the aircraft maintenance logs, that would allow them to operate the aircraft below 100,000lbs while at Teterboro.

Deputy Mayor Canestrino asked if this was all public information. If so, she requested to see these statistics. She was particularly interested in aircraft weight upon takeoff.

Deputy Mayor Canestrino went on to question how the airport checked and verified passengers on flights into and out of Teterboro. She was particularly concerned with international flights and brought up a recent news story about a drug raid in which people were caught trying to smuggle drugs in their luggage. She said the potential for drugs, guns and human trafficking were all community concerns.

Mr. Marsh explained that the Port Authority police had a 24/7 presence at Teterboro Airport. The PAPD have support of Federal Agencies when it comes to monitoring activities at Teterboro as well as all area airports. International flights at Teterboro have to follow the same criteria as any international flight coming in to the US. We have US Customs and Border Patrol and Immigration at Teterboro.

Deputy Mayor Canestrino asked what was being done to make sure that drugs and/or guns were not being transported in and out of Teterboro.

Mr. Marsh explained that we have the same screening capabilities at Teterboro Airport as any US airport. US Customs Officers stationed at Teterboro are trained in the same manner and meet the same criteria as all Customs Officers at any other airport in the United States.

Mr. Paul Griffo, representative from Rutherford, followed up on Ms. Canestrino’s point about aircraft weight by asking what the procedure was for preventing an aircraft from arriving or taking off if they are over 100,000lbs.

Mr. Marsh explained that we have a requirement that any aircraft that has the capability of operating above 100,000lbs must either provide maintenance logs for that aircraft showing the “service change” to the aircraft that limits the ability for the aircraft to operate above 100,000lbs (this is generally how much fuel the aircraft takes on), or they provide documentation for each flight certifying the operating weight of the aircraft at arrival and at departure. In addition, Scott mentioned that runways at Teterboro are designed to handle aircraft that are less than 100,000lbs. If aircraft were to operate on our runways at a weight greater than 100,000lbs we would see deterioration in the quality of the runway at a rate that would not be normal. We are not seeing that at Teterboro. He brought up the example of Runway 1/19. The last time that runway was paved was in 2012, which is 12 years ago. The normal life expectancy of a runway is 10 years. The reason Runway 1/19 has performed well and extended its life expectancy is because aircraft are landing at Teterboro below the 100,000lb limit.

Mr. Peter Kortright, Bergen County Representative, reminded everyone that TANAAC was designed to focus on issues of noise abatement. The discuss about security and enforcement screening for illegal drugs/firearms is not what TANAAC was designed for.

At this point Mr. Andino opened the meeting up to questions from members of the public present at tonight's meeting.

Ms. Audrey Herget, resident of Park Ridge, provided an update on behalf of the Taxpayers for Aircraft Noise Solutions (TANS) organization. TANS is a group that represents Pascack Valley residents. She mentioned that TANS had sent a letter to the FAA regarding utilization of the RNAV GPS X approach requesting that it be considered as the preferred approach. Six towns representing approximately 90,000 people backed this letter. Ms. Herget observed that the alternate approach is an available safe alternate route, and it should be considered for use more often. In addition, she mentioned that 1,100 people had signed a petition (currently circulating on I-Petitions) to support the increased utilization of the approach. She asked that the Port Authority make this approach a priority item for the FAA. She expressed concern that Pascack Valley continued to be subjected to "horrendous" air traffic over their community and people were becoming "so disheartened that they were not even bothering to complain anymore because they felt they were not being heard". She went on to discuss the altitude of flights and she requested an explanation as to why the altitude map presented during tonight's meeting showed aircraft flying above 2000 feet over the Pascack Valley area when the "tool" that she used to track altitude of flights showed aircraft traveling over her area at below 2000 feet.

Mr. Ralph Tamburro, Port Authority Aviation Project Manager, explained that altitude (as it is tracked by FAA - Air Traffic Control), is always based on sea level. He went on to say that sometimes other tools that were available for use in tracking aircraft altitude used ground level. This could be a reason for the discrepancy.

Ms. Lois Ditommaso followed up on Audrey's statements by saying she noticed the same thing about the altitude of planes approaching Teterboro as they flew over her property. She observed that aircraft appeared to be at 500 feet over Rutherford. She wondered if the data presented at today's meeting reflected altitude at sea level or land level. She observed that Rutherford sat on a ridge which would make them higher than sea level.

Mr. Andino explained that altitude was displayed based on sea level. The flight track data was provided by the FAA, which used the standard of sea level. He went on to say that New Jersey has a lot of elevated areas. Woodridge, Carlstadt and Rutherford were a few examples of this nearer to the airport. Pascack Valley was another example further away from the airport. These areas can sit 100 to 200 feet above sea level. That would create some variability in how close an aircraft was over a particular location.

Ms. Ditommaso wondered if that was the case since aircraft over her property appeared lower than what the sample track showed at today's meeting. She questioned if the average track was 800 feet above sea level, but her property sat at 200 feet above sea level, would aircraft be closer overhead of her property so that she "would be experiencing the flight that much lower because her property was higher than sea level."

Mr. Andino responded, "yes, that would be correct."

Mr. Gregory Hoffmann, Councilman from Park Ridge, asked why sea level was used as the standard and not ground level.

Mr. Alex Gertsen, Director of Airports for the National Business Aviation Associate (NBAA) and a commercial pilot, responded that the altitude above sea level is used in all of aviation. Aircraft instruments

are set based at sea level. Using aeronautical charts pilots can determine how high they are above the ground based on this.

Mr. Hoffmann asked how minimum altitude levels were set and if they took safety into consideration.

Mr. Gertsen replied that altitudes were always set to insure safe margins and safety was the number one priority. Above ground level heights varied greatly and change rapidly. He went on to explain that as an aircraft travels it can pass over a wide variety of terrain. This is why altitudes set at ground level would not work. The altitude set at sea level provides a constant to allow the aircraft to travel on a steady path.

Mr. Hoffmann went on to ask how altitude level impact noise on the ground.

Mr. Gertsen explained that the New York area is a very congested air space. Aircraft are separated at different altitude points as they travel to different airports. It is a very complex situation. Flight routes take advantage of opportunities to have aircraft fly as high as possible. This is always done to reduce noise to communities below. The physical properties of flight also play a part. An aircraft coming in to the airport that is too high cannot descend and slow down simultaneously. In areas closer to an airport altitude is reduced in order to allow aircraft to descend safely.

Ms. Herget asked if there was any recorded data on altitude compared to terrain and mentioned again that planes appeared to fly below 3,000 feet over her area. She also questioned if the GPS tracker she used tracked altitude from sea level.

Mr. Andino explained that the system the Noise Office used for noise abatement purposes, (the ANOMS system), uses Teterboro Airport as the constant. Teterboro airport is close to sea level with a variant of 9 feet above sea level. Air Traffic Control and air space design and flight safety design use sea level as their base since they are more concerned with operational altitudes. Tools that the general public use for flight tracking may use different data sources depending on the application.

Ms. Herget went on to say that the yellow line on the map used for today's presentation reflected a 2,000/3,000ft altitude height as if went over Park Ridge to Westwood. The entire line ran from Airmont NY to Oradell NJ and indicated that aircraft in those areas operated at 2000/3000ft altitude, however, she observed that the GPS tracker that she uses (the one that is on the Port Authority site) showed aircraft flying over Park Ridge that were below 2,000 feet. She was also sure, based on what Mr. Gertsen said about how an aircraft has to descend as it approaches the airport, that altitude along that yellow line cannot remain a consistent 2,000/3,000ft. She questioned the accuracy of data on the altitude map presented during tonight's presentation and she asked what data was used and why the yellow line on the map was so long.

Mr. Andino explained that, as he mentioned earlier in his presentation, the data presented on the altitude maps were sample flight tracks. Mr. Andino went on to say that he had shared data with Ms. Herget and her group that showed on a given day there were hundreds of flights going into Runway 19. Flights traveling into Runway 19 are generally around the same altitude, but they are not all at the exact same altitude all the time. Flights traveling into Runway 19 will generally all be either descending or at 2,000 ft when over the Pascack Valley area. Variability would allow that some of these altitudes may alter but the majority will be at 2,000 ft in those areas.

Ms. Herget went on to say that she found it hard to believe that an aircraft landing at Teterboro Airport, coming in over Oradell and Dumont, would both be at 2,000 ft. as depicted by the sample flight track in the presentation. She did not know for sure how far from Teterboro Airport those areas were or what the level of descent would be, but she felt that in her opinion the map displaying altitude during the meeting tonight was not an accurate reflection of what was actually taking place.

Ms. Ditommaso added that Rutherford's altitude was 250 feet above sea level and that planes were much closer over her property than 500 feet. She just wanted people to know that when she said aircraft flying were low and loud over Rutherford that they really were much lower than they appear to be on the altitude maps shown at tonight's meeting.

Mr. Hoffmann asked if the altitudes shown on the maps were an average of all flights for the past calendar year of 2023.

Mr. Andino explained that the data displayed on the map was a typical flight track not an average flight track.

Mr. Hoffmann asked if there was any way to draw the lines on the map to better reflect the variations in terrain at ground level to give a more accurate view of the differences in height of the aircraft as they fly over varied terrain as they descend to land at the airport.

Mr. Andino explained that each line was made up of a track point (radar hits). Within each radar hit is the altitude of the aircraft. The yellow line reflected a track of 2,000/3,000 ft.

CLOSING REMARKS

At this point with no other questions to be heard Mr. Andino requested that the meeting be adjourned.

Mr. Kortright come forward with a motion to adjourn the meeting.

Mr. Marsh thanked everyone for attending tonight's meeting and expressed his appreciation for the varied ideas presented and announced that the next TANAAC meeting was scheduled for **Wednesday, April 24, 2024**.

With no further business to come before the committee the meeting was adjourned by Mr. Marsh at 8:08PM.