

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

Hybrid Meeting

January 21, 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
Peter Kortright III, Principal Planner	Bergen County Government	X	
Mayor Robert Zimmerman	Borough of Carlstadt		X
Councilman George Cronk	Borough of East Rutherford	X	
Representative Marlene Somerville	City of Hackensack	X	
Mayor Mauro D. Raguseo	Borough of Little Ferry		X
Representative John Brown	Borough of Maywood	X	
Councilwoman Karen Surak	Borough of Moonachie	X	
Commissioner Wanda Portorreal	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 James Anzevino	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
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
Richard Heslin, Facilitator	TANAAC Facilitator
Gregg Bracci	Envirosuite
Michael Aronchik	Guest
Alina Fradlis	Guest
Audrey Herget	Guest
Mary Ellen Stickel	Guest

Attendance – Online

Mary M. McCarthy, FAA Director – NYAPIO	FAA
Benjamin Thielen	FAA
Jacob Attwood, Program Manager	Port Authority of NY & NJ
Adeel Yousuf, Manager Environmental and Noise Programs	Port Authority of NY & NJ
Kathryn Lamond, Manager Aviation Environmental Programs	Port Authority of NY & NJ
Ralph Tamburro, Airspace Modernization/Airport Delay Reduction Manager	Port Authority of NY & NJ
Juan Rojas, Senior External Client Relations Manager	Port Authority of NY & NJ
Sandra Silva, Manager, Contract Services Teterboro Airport	Port Authority of NY & NJ
Rhea Hanrahan, Director - Aviation Environmental & Sustainability	HMMH
Jason Stoddard, Airspace Analyst	HMMH
Kevin Mesones	Teterboro Airport/Avports
Matthew Murray	Guest

TANAAC – Meeting Summary January 21, 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.

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. 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.

Mr. Heslin then gave a brief overview of TANAAC.

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.
- *FIFA – 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.
 - The airport is planning for the increase traffic that will come from this event.

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 noise abatement measures as summarized here:

- *Runway 1 published approach procedure.* The estimated publication date was January 22, 2026, however because of an issue with some Flight Management Systems, some of the fleet at TEB will not be ready to fly the RNAV(GPS) RWY 1 when it is published. As a result, it will not be advertised for use until February 19, 2026.
- *Review of feasibility of an offset approach procedure for Runway 6.* The procedure is on hold for now with the FAA.
- *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. They will begin meeting with Newark Approach to discuss increasing the use of this procedure this quarter.
- *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.

Jim Linsalata, appointed TANAAC representative for the Borough of Rutherford, asked about the delay in use of the *Runway 1 published approach procedure*, and asked if the delay was a TEB issue or a FAA issue. Ms. McCarthy explained that it was an operator issue. Many flight management systems (which feeds to the autopilot to fly the aircraft) could not execute the procedure as published. They need to overlay the new procedure to the system. They are working on that now. Once they overlay it in their systems they will be able to use the procedure. Mr. Andino confirmed that this is an update to the navigation system of the aircraft.

A question was also raised about Runway 19 approach procedure and increasing the altitude at which aircraft fly over the UNVIL navigational waypoint. Ms. McCarthy explained that the fixed point could not be raised at UNVIL. The FAA was looking into other options including whether they could move the fixed point.

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

Mr. Andino provided an update as summarized here:.

- NA 1 – Implement a Runway 24 Departure Turn to 230 degrees at Night
 - Status: Under FAA review for implementation. Implementation date TBD.
- NA2 – Encourage Intersection Departures from Taxiway L7 (formerly Taxiway K) on Runway 1 at Night.
 - Status: Implemented and currently in use.
- NA3 – Design and Implement a Centralized Aircraft Run-up Pad.
 - Status: Under review for implementation. Implementation date TBD.
- NA6 – Implement a Published Approach Procedure to Runway 1 and Increase Usage at Night.
 - Status Update: Publication of RNAV (GPS) RWY 1 Approach scheduled for January 22, 2026.

Mr. Heslin turned the meeting over to Jason Stoddard of HMMH for an update on the Noise Abatement Flight Procedures Options.

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

Revised Project Scope – The contract scope is limited to 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).

Mr. Linsalata, TANAAC representative from Rutherford, commented that a lot of coordination would be needed between HMMH, the FAA and the airport for this project and asked if these proposals would not be expected to be implemented in the near future. Mr. Stoddard agreed and said that the flight procedure development could take a long time. Sometimes as long as five years or more.

Mr. John Brown, TANAAC Representative from Maywood, asked about the RNAV (GPS) X RWY 19 Redesign and asked how this was different from the current offset approach. Mr. Stoddard explained that this would be an offset, but with a focus on the final portion of the offset approach, which would be more in line with the runway centerline. Mr. Brown expressed skepticism on how effective this would be. Mr. Stoddard assured him that they would not pursue a proposal that they did not feel had a good chance of success.

Mr. Heslin went on to present the next item on the agenda, which is the Enhanced Aircraft Noise Monitoring Methodology.

Mr. Greg Bracci, Vice President of Americas – EnvironSuite presented a summary of ANOMS ANEEM program as summarized here:

All existing physical noise monitors rely on fixed background noise threshold. The new technology being explored dynamically adjusts its threshold based on background noise variations throughout the day. The changes are software-related, which would require no modifications to the physical noise monitoring hardware.

Existing technology captures a noise event (noise over a certain established noise threshold) and then searches for a corresponding flight track to correlate the noise with the flight. This traditional method poses challenges such as underestimated noise exposure, overestimated noise exposure, issues with maintaining community trust, relationships with aircraft operators and overall system credibility.

The new technology is AI driven and identifies flights (assuming each flight generates noise) and then locates the corresponding captured noise event. It compares the measured noise level with the modeled aircraft noise to verify that background noise contamination is not present.

ANOMS (Aircraft Noise and Operations Monitoring System), Aircraft Noise Event Extraction Methods (ANEEM) provides higher quality data for environmental noise reporting compared to traditional noise threshold based methods.

ANEEM detects more aircraft noise events by eliminating events from other sources.

Standard approaches to noise detection are not effective when the aircraft noise levels are close to the background noise level. The fixed threshold method either missed the events completely or greatly overstates aircraft noise being set too high or low.

ANOMS ANEEM solves this challenge by providing an accurate measure of the contribution of aircraft to the noise communities experience.

ANEEM Benefits:

- Eliminates manual threshold settings and extraction of aircraft events from other noise events.
- Provides high-quality, defensible assessment of community exposure to aircraft noise.
- Proven to be more precise than the traditional approach.
- In use at several airports including SFO, IAD, DCA, DEN and LHR.

Mr. Bracci presented a comparison of noise measurements at two monitoring sites, Site 102 in Hasbrouck Heights and Site 103 at the Hackensack University Medical Center. At Site 102, ANEEM found a significant increase in the number of measured aircraft noise events and DNL compared to the current noise measurement method. Much of the aircraft noise measured at this site was below the monitor's noise threshold and was not included in aircraft noise calculations. In addition, the site also received many overflights from aircraft bound for EWR which are not included in noise reports for TEB.

At Site 103, ANEEM found less aircraft noise events and lower DNL than the current method. This was due to the monitor's rooftop location at the hospital where there are several other noise sources including nearby heating and air conditioning units, a helipad and frequent emergency vehicle sirens. ANEEM was able to remove noise from these sources in its calculation of aircraft noise, leading to a reduction in measured aircraft noise.

In summary: For most noise monitor sites, monthly DNL values would be very close i.e. within +/-2 dB. Sites located in areas with either high background noise or very quiet conditions (or fluctuation in background noise throughout the day) may experience more significant differences.

Next steps: Continue testing for a few more months. Start reporting ANEEM data from January 2026 in the monthly DNL reports, (data will be replaced with ANEEM generated data.)

Mr. Linsalata asked about DNL in general and how it is related to sound exposure. Mr. Bracci explained that the DNL values presented are from aircraft noise. Mr. Linsalata observed that aircraft noise values have a higher impact in a community with low ambient noise compared to an urban setting where there is more background noise present. It would be good if there was a way to measure the background noise level. Mr. Andino explained that there is a separate DNL metric for "community" noise that accounts for noise levels from other sources besides aircraft. Mr. Linsalata expressed interest in comparing both metrics to see how much noise is contributed by aircraft compared to the background noise present in the community.

Mr. Bracci added that in an area like Hackensack the ambient noise level is high, so aircraft noise measurements using ANEEM may have lower aircraft noise values than before because this method is better at separating noise produced by other sources on the ground. Mr. Andino also pointed out that newer aircraft

are quieter, so current noise monitor thresholds may end up missing aircraft overflights, leading to higher noise levels being reported with ANEEM.

Mr. Brown from Maywood observed that this was not changing the noise level but was only a way to detect the noise and segregate it. He asked about noise over the Hasbrouck Heights monitor and said that while it was capturing noise from aircraft going into EWR, to the public “noise is noise” and they really don’t care where it is coming from so it may be good to capture all the noise and not worry about whether it was for flights to EWR or TEB. Mayor Kistner of Hasbrouck Heights agreed. Mr. Bracci said the new monitoring system would be comprehensive and reflects “apples to apples” regarding data collection on noise levels.

Noise Office Airport Statistics Report (January – December 2025)

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 - January to December 2025:

The airport had 172,628 aircraft movements during the period of January to December 2025. Movements were unchanged compared to last year.

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

We had a total of 7,610 nighttime movements between the hours of 11:00PM and 6:00AM. Nighttime movements made up 4.41% of aircraft movements.

Noise Exceedance Violations January to December 2025:

The airport issued 68 first time violations and 5 second time violations.

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

RMS 101 – (7th & Berry Street in Carlstadt) – 57.6 DNL (+0.0 no change)
RMS 102 – (Hamilton Street in Hasbrouck Heights) – 34.7 DNL (-0.9 decrease)
RMS 103 – (Prospect Ave – Hackensack) – 60.4 DNL (-2.8 decrease)
RMS 104 – (Park Street – Hackensack) – 50.4 DNL (-1.0 decrease)
RMS 105 – (Bogota High School) – 50.2 DNL (-0.6 increase)
RMS 106 – (Joseph Street – Moonachie) – 50.9 DNL (+1.0 increase)

Runway Utilization – January to December 2025

The majority of arrivals utilized Runway 19 with 40,737 arrivals using this Runway, which reflects 48.75% . The majority of departures utilized Runway 24 with 53,479 departures using this Runway, which reflects 63.93%.

The southern helicopter route to Manhattan continues to be the most utilized route with 1,999 arrivals (75.41%) and 2,131 departures (79.54%) using this route.

RNAV (GPS) X Runway 19 Offset approach Utilization – 4th Quarter 22025

Runway 19 Arrivals: 24 Hours – Out of a total of arrivals, 4 utilized the offset approach. This reflected an overall 24 hour usage of 0.04%.

Runway 19 Arrivals:(Nighttime) - 10:00PM – 7:00AM – Out of a total of 940 arrivals during nighttime hours, 3 utilized the offset approach. This reflected a usage of 0.32%.

Noise Complaints - January to December 2025:

Noise complaints have trended downward for the last few years. Overall, the airport received 57,491 noise complaints from 696 households.

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

Communities within a 5-mile radius of Teterboro Airport that registered the most complaints were from Maywood with 15,069 complaints from 8 households, Rutherford registered 3,089 complaints from 61 households, Hackensack registered 431 complaints from 39 households, South Hackensack registered 154 complaints from 5 households and Wood-Ridge registered 145 complaints from 31 households.

Noise Complaints – Regional Complaints – (January to December 2025):

The majority of complaints from outside the 5-mile radius of Teterboro came from Newark with 16,479 complaints from 16 households, Tenaflly with 6,921 complaints from 12 households, Morristown 4,038 complaints from 7 households, Branchburg with 3,121 complaints from 2 households, Upper Saddle River with 2,077 complaints from 20 households and Cresskill with 1,109 complaints from 13 households. .

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

The majority of callers chose “Too Loud & Low” as the reason for their complaint with 48,510 callers giving this as the reason for their complaint. 6,502 callers chose, “General Complaint/Other” as the reason, 1,747 gave the reason as “Too Loud”, 261 gave a reason of “Too Frequent”, and 242 gave a reason of “Too Early or Late”. 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 – 4th 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.

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

Mayor Kistner reported that the Focus Group will commence meeting again in February. There is a meeting scheduled with County Executive James Tedesco for February 4th.

Mr. Heslin turned the meeting over to Ms. Sherri L. Smith, to introduce The Community Open Forum.

Ms. Smith provided details of the *Community Open Forum* as summarized here:

The Teterboro Airport Noise Office will begin hosting an Open Forum meeting for area residents. The open forum will be held as a virtual meeting and take place on a recurring basis throughout the year beginning the first quarter of 2026. Meetings will focus on in-depth presentations on aircraft flight operations and aviation noise topics, airport activity updates and statistical data reports, and an expanded open discussion session for residents to provide comments, voice their concerns and ask questions.

Open Discussion

Comments/Requests from TANAAC Members:

Representative Jim Linsalata of Rutherford wanted to thank Mr. Andino and the Noise Office Staff for their assistance to a Rutherford resident who had some questions regarding noise. Information was provided in a very clear, accurate and easily understandable manner.

Representative Marlene Somerville of Hackensack thanked Mr. Andino and the Noise Office Staff for bringing her “up to speed” and “walking her through the process” during her recent visit.

Representative John Brown from Maywood asked about the cause of some recent jet activity involving military aircraft. Mr. Andino explained that there was a military fly over of MetLife Stadium in December for the New York Jets football game. Mr. Andino will connect with Mr. Brown offline to discuss details on this. Mr. Andino confirmed that when they expect loud military jets they notify local township officials.

Comments from Guests Present at the meeting:

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

Audrey Herget, a resident of Park Ridge, presented a prepared statement on behalf of TANS as summarized below:

“Last week, TANS2 membership, me, Warren Feldman and Greg Hoffman had a meeting with TANAAC Leadership, TEB Noise Office team members and PANYNJ team members. We were asked to share our concerns and we did. We are grateful for the willingness of TANAAC to work together with TANS2 on shared goals.

Some comments from our meeting and additional perspective:

- The TANAAC meetings are not public meetings, however the public can attend, observe and comment if pre-registered. Questions may or may not be answered. The TANAAC team is looking into alternate ways for the public to get questions answered and concerns raised outside of the TANAAC meeting, which is good news.*
- Some TANAAC member towns view TEB as a good neighbor, stimulating their local economy through hotel stays, frequenting restaurants, etc. TEB does not stimulate the local economy of the Pascack Valley towns.*
- Teterboro’s airport operations, take-offs and landings have not increased over recent years. However, TEB has become an uninvited neighbor to the Pascack Valley. We were blindsided by the expanded use of the highways in the sky. There was no prior notification to the Pascack Valley communities to assess the Quality-of-Life impact.*
- TEB does NOT offer scheduled flights. One cannot go on the TEB website and see carriers, flight times, status etc. like at a Commercial Airport. However, the flights in and out of TEB operate on a schedule, excluding emergency operations. There MUST be a schedule for Air Traffic Controllers to coordinate the traffic flow and keep the skies safe.*

TANS2 is continuing its research and outreach efforts to shed light on the issues for our communities. We will begin reaching out to Private Jet companies and respectfully request the assistance of the TANAAC team and/or PANYNJ leadership. Schedules happen somewhere within the hierarchy. Rules of operation are established. Please put us in contact with decision-making individuals so we can put a face on our issues and

concerns. Pascack Valley cannot have a seat at the TANAAC table. Therefore, we must find our own way for our voices to be heard. Please help us do that!"

MaryEllen Stickel, a resident of the Township of Washington, spoke about her concerns regarding noise. She mentioned that she was part of the Taxpayers for Aircraft Noise Solutions (TANS) group which represented Pascack Valley residents. She complimented the presentations provided at the meeting. She went on to state that she had been coming to the meeting for over five years and has seen an increase in the number of jets flying over her house in the overnight hours. She is not sure if the "gentleman's agreement" to reduce nightly flights was still in effect.

Mr. Heslin explained that TEB has voluntary restriction on non-essential nighttime flights in place between the hours of 11PM and 6AM. If anyone flies in during this time they receive a letter from the noise office advising them of the policy and asking them to cooperate.

She observed that jets were coming overhead every few minutes during the daytime. She went on to say that on October 2, 2021 there were 122 private jets that flew over her house in comparison on December 7, 2025 she counted 267 private jets that flew over her house. She went on to say that Atlantic Aviation is owned by KKR Investment company and traded on the New York Stock Exchange. She observed that these corporate interests want more flights because it is about profit and money. She observed that after COVID flights seemed to be much lower and one of the explanations that she received was that Essex County Airport needed the airspace above Teterboro. She works near Essex County Airport, and they are flying prop planes that are very low over there. She does not understand why aircraft coming into Teterboro have to be so low. She went on to say that every night she pulled into her driveway at 6PM and there was a plane that went over at that exact same time every day. She felt that Teterboro must have a regularly scheduled flight program because this aircraft passes over her house at the exact same time every night. She asked why there were no violations on arrival flights. She concluded by saying that she is interested in participating in the new Public Forum group that is starting, and she would like more information on that.

Mr. Andino addressed the question about no noise violations for arrivals by explaining that the noise violation rules were applied to departing flights because these created more noise over communities near the airport. These rules were put in place the early 1980's and are now grandfathered into legislation that no longer allows airports to implement local aircraft noise restrictions. They cannot be altered at this point to include arrivals as this would nullify the entire program.

Mr. Heslin responded to her question about scheduled flights and explained that if a flight takes off at the same time every day it is not scheduled service. Scheduled service is specifically defined by the FAA. There is no regularly scheduled service operating out of Teterboro. Aircraft can come in and depart at the same time, but it is not scheduled service. Mr. Heslin encouraged Ms. Stickel to contact Mr. Andino and his staff for more details on this.

Ms. Stickel mentioned that the meeting had been run in a more open forum and that the meeting style was altered recently and she preferred the older more informal, open style of meetings from the past.

Ms. Smith explained that the changes were made so that the meeting could take place in a more orderly fashion giving everyone a chance to speak. Communication is always encouraged.

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, April 15, 2026* in the Teterboro Airport Manager's Office Conference Room located at 90 Moonachie Avenue, Teterboro NJ.