

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

## **SUMMARY OF MEETING**

**Virtual Meeting  
July 26, 2023, 6:00PM  
ATTENDANCE**

Maria S. Sheridan, Manager Teterboro Airport and TANAAC Co-Chairperson	Port Authority of NY & NJ
Scott Marsh, Manager Operations & Security Teterboro Airport	Port Authority of NY & NJ
Rick Vander Wende, Manager Contract Services Teterboro Airport	Port Authority of NY & NJ
Nicholas Simeonidis, Manager Physical Plant & Redevelopment	Port Authority of NY & NJ
Doug Stearns, Aviation Operations Officer	Port Authority of NY & NJ
Ralph Tamburro, Program Manager	Port Authority of NY & NJ
Cheryl Ann Albiez, Media Relations	Port Authority of NY & NJ
Tina Lado, Government & Community Relations Director	Port Authority of NY & NJ
Juan Rojas, Government & Community Relations Representative	Port Authority of NY & NJ
Calder Orr, Environmental Program Manager	Port Authority of NY & NJ
Gabriel Andino, Manager Noise Abatement	Teterboro Airport/Avports
Michael Fiscus, Assistant Manager Noise Abatement	Teterboro Airport/Avports
Matthew Reese, Noise Abatement Specialist	Teterboro Airport/Avports
John Kastens, Manager Airport Services	Teterboro Airport/Avports
Brandon A'Hara, Assistant Manager Airport Operations	Teterboro Airport/Avports
Veda L. Simmons, Community Engagement Officer	FAA
Andrew Brooks, Regional Environmental Program Manager	FAA
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
Councilmember Louis Roer	Borough of Maywood
Paul J Griffo, TANAAC Co-Chairperson	Borough of Rutherford
Mayor Frank Nunziato	Borough of Rutherford
Gina Affuso, Borough Clerk	Borough of Wood-Ridge
Councilmember William McKeever	Town of Secaucus
Roy Luyster	Township of Rochelle Park
Dave Kingma	Township of Rochelle Park
Peter Kortright III	Bergen County Government
Cameron Bauer (Representative for Congressman Josh Gottheimer)	NJ 5 <sup>th</sup> Congressional District
Dickinson, Joseph	Teterboro Users Group (TUG)
Councilmember Sarah Drennan	Guest
T. Preusch, Borough Administrator Upper Saddle River	Guest
John Brown	Guest
Diana Castino	Guest
Chris	Guest
Joe Cicchelli	Guest
Mario Cotumaccio	Guest
Lois DiTommaso	Guest
Diana Frankel	Guest
Warren Feldman	Guest
Audrey Herget	Guest
Charles Hersch	Guest

Gregory Hoffman, Councilman from Park Ridge  
Alka Jaideep  
Matthew Murray  
Rafael Quinones  
Ella Raber  
Mary Ellen Stickel

Guest  
Guest  
Guest  
Guest  
Guest  
Guest

**TANAAC – Half Year 2023**  
**Teterboro Airport**  
**July 26, 2023 – 6PM**  
**Virtual Meeting**  
**Minutes Summary**

Maria Sheridan, Manager, Teterboro Airport welcomed the committee members and guests to the meeting and reviewed meeting protocols with the group prior to the start of the meeting.

Ms. Sheridan 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 and successful meeting.

**NEW BUSINESS**

Ms. Sheridan proceeded with the first item on the agenda which was the discussion with the FAA regarding the recommendation letter sent to the FAA regarding proposed noise abatement measures at Teterboro.

Ms. Sheridan provided a brief description of the letter as summarized here:

Pursuant to the vote taken by TANAAC committee members at the April meeting a recommendation letter was sent to the FAA on behalf of the communities of TANAAC requesting four initiatives. The Port Authority also sent a separate letter to the FAA in support of these initiatives.

These initiatives are as follows:

- Review the feasibility of developing and publishing an offset approach procedure to Runway 6.
- Implement a Published Approach Procedure to Runway 1 and increase usage of this runway for arrivals.
- 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.
- 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.

Ms. Sheridan then opened the floor to members of the FAA present at tonight's meeting to speak on this letter.

Ms. Veda Simmons, FAA Community Engagement Officer, confirmed that the FAA Reginal Administrator received the TANAAC recommendation letter. She advised the committee that it will take at least 30 days for the FAA to have a subject matter expert analyze the letter and prepare a response on the feasibility of the four initiatives requested in the letter. The FAA Regional Administrator will send a letter to the Port Authority providing comments on any procedures that are part of any already existing Part 150 or any areas that the Port Authority is already in discussion with the FAA about. This letter should take a week or two to arrive.

Mr. Andrew Brooks, FAA Regional Environmental Program Manager, went on to say that generally the implementation of Part 150 is the purview of the airport sponsor, so prioritization and recommendations need to come from the Port Authority. The Port Authority forwarded on/and concurred with recommendations regarding the Noise Compatibility Program (NCP) currently being implemented. The Port Authority's Noise

Office is coordinating implementation of NCP measures across all four airports, Teterboro, Newark, Kennedy, and LaGuardia.

TANAAC measure #2 was included in the Part 150 and has been approved. The FAA is currently waiting on the Port Authority to submit a revised design for a procedure to consider. Measure #1 was disapproved for purposes of the Part 150 study because it did not show a noise benefit within the 65 DNL contour. This does not mean that the Port Authority cannot continue to pursue this measure outside of the realm of the Part 150 program. The 3<sup>rd</sup> measure was something that the FAA Regional Administrator's letter will address. The 4<sup>th</sup> measure is an entirely new measure and was not contemplated in the Part 150 study and is not contained within the NCP. This will require additional discussion.

Ms. Sheridan commented that they understood the limits for the Part 150 study, and they understood that some of the items go outside of that and TANAAC was still electing to pursue them. She requested that the FAA provide the opportunity to review these measures to see what is feasible.

Mr. Brooks responded that they were already in conversation with the Port Authority Noise Office staff and the New York Area Program Integration Office (NYAPIO) regarding the first two measures requested by TANAAC. They have been having a series of ongoing meetings dating back to when the NCPs were approved in March to discuss these measures. One measure was approved and the other was disapproved for purposes of the Part 150. The 3<sup>rd</sup> measure, the alternate approach to Runway 19, was disapproved in the Part 150 study but the approach was later published outside of the Part 150 process.. The utilization rate is something that needs to be coordinated further and might be something that is better suited to incorporation into the Fly Quiet Program that the Port Authority is setting up at all four of their airports. The 4<sup>th</sup> measure was not included in the NCP and would require much more involved investigation before they can come back with a recommendation on it.

Ms. Sheridan thanked Mr. Brooks and stated that she looked forward to the opportunity to collaborate.

Ms. Sheridan then turned the meeting to TANAAC Co-Chairperson Mr. Paul Griffo for any questions he might have.

Mr. Griffo stated that he would like to continue a dialogue on these points because they were very important to people in the surrounding communities.

## **QUESTIONS**

At this point Ms. Sheridan opened the meeting up to questions for the FAA representatives present. She first opened the floor to questions from TANAAC member community representatives followed by non-TANAAC guests.

Questions and answers from this portion of the meeting are summarized here:

Councilmember George Muller, from the Borough of Little Ferry, brought up his concern regarding noise from idling planes on the ground, on the north end and east end of the airport, as they waited to take off. He stated that the noise at ground level was "unbearable" for nearby residents in that area of town. He did not know if this was an airport questions or an FAA question.

Ms. Sheridan commented that this seems to be an Air Traffic Control (ATC) question since the issue seemed to involve aircraft sequencing in line to take off. She added that take off at Teterboro is dependent upon area air traffic including aircraft from Newark.

Mr. Brooks added that there was a difference between idling on the taxiway waiting to take off and ground engine run up associated with maintenance. In terms of ground engine run up for maintenance one of the measures that was contemplated in the Part 150 study was a centralized ground run up area to try to relocate some of the engine noise associated with maintenance during engine run ups on the aprons to a more central and enclosed area targeted away from nearby communities.

Mr. Ralph Tamburro, Port Authority Aviation Program Managers, added that over the last month or so the region has been experiencing a lot of stormy weather in and around the airspace which had led to many air traffic delays. Most likely what Mr. Muller was seeing are aircraft waiting to depart backing up due to delays as aircraft wait for their clearance to take off. The issue was caused mainly by bad weather in the region lately.

Ms. Kathy Canestrino, Deputy Mayor of Hackensack, wanted to know about the FAA response to the measure regarding the use of the Route 17 alternate approach during daytime hours, particularly on the weekends. She asked the FAA to discuss this. She went on to say that she had brought this topic up at prior meetings and felt that usage of the Route 17 approach on Saturdays and Sundays, when residents were home, would be very beneficial to her community.

Mr. Brooks responded that the path to a solution on this measure was involved. Currently the procedure is published and in use. However, he observed that even with Air Traffic Control recommending it, there was no guarantee that the pilots would use the approach. The FAA has to obtain data on whether or not usage is based on frequency of recommendation by the air traffic controller or frequency of refusal on the part of the pilot to use the route. In either case both sides would require better education on this. He went on to say that he felt that this measure would be best served by including it into the Fly Quiet Program.

Deputy Mayor Canestrino agreed that it would be very beneficial to have usage information. She also mentioned that during past meeting it was made clear to her that the Route 17 approach was *not* being advertised during the daytime hours only during evening hours. She went on to ask about the possibility of using slot controls at Teterboro airport. She felt that the impact of the volume of flights on people's lives should be reason enough to consider this option. She observed that the FAA "made the rules" and that there had to be some input from the FAA about the use of slot control mechanisms at Teterboro to help reduce air traffic volume over local communities. She asked the FAA to provide a "sensible approach" for her community.

Mr. Brooks explained that the FAA does have a slot control office in their headquarters, and he has worked with that group. It is his understanding that slot controls are limited to commercial airports because of the scheduling associated with the slots. He went on to say that Ms. Simmons and himself could look into this for a more detailed response to Ms. Canestrino.

Ms. Simmons further explained that the topic of slot controls had been discussed before, and that the FAA only imposes slot controls to address safety issues. "Imposing slots for noise abatement at a grant obligated airport like Teterboro would require the airport sponsor to comply with the Airport Noise and Capacity Act and implement regulation 14-CFR Part 161". She added that slot controls were not something that would be implemented solely due to noise. They were mainly implemented for safety reasons\.

Deputy Mayor Canestrino finished by saying that "rules need to evolve as times and situations change in order to remain successful". She invited the FAA to "come to her grammar school in September and sit in the classrooms without air-conditioning, where windows cannot be open for the young children in grade pre-K to grade 4 because of aircraft noise". She encouraged them to come and "see the life these children have to live because the FAA does not want to think outside of the box".

Mr. Frank Nunziato, Mayor of the Borough of Rutherford, observed that everyone was trying to do their best, however, he felt that there was more that could be done. He said he was in consultation with an expert who has volunteered to do some work on aircraft operations for him. He will have this person draw up an analysis and will distribute it to the committee. He observed that planes taking off from Newark, “go left and bank right and stay away from the populated areas”. He felt there was more that could be done at Teterboro.

Ms. Sheridan remarked that they were trying to work with the FAA in a more collaborative way. Suggestions have been made which could open the door to other opportunities that have not yet been drafted but that would be feasible and beneficial to the surrounding communities.

Mr. Brooks replied that the NCP was part of the collaborative process which was started back in 2016 and included the Port Authority, TANAAC and community members as well as the FAA. This NCP was part of a 9 year study that the Port Authority coordinated, and the FAA provided technical advice too. The Port Authority recommendations were submitted in 2022. The FAA is currently working to implement the recommendations made in this NCP. He added that the FAA is willing to assist and advise however he reminded everyone that their first priority is always safety.

Mayor Nunziato interjected that Teterboro has older aircraft that fly in after hours and that the issue is mainly financial. He also felt people should be “honest”. He added that private carriers get more flexibility out of Teterboro then commercial flights at Newark which are “required to fly to avoid populated areas”, and that this “needs to be addressed”.

Mr. Brooks expressed concern with Mayor Nunziato’s comment about “being honest”. He felt that he was being honest and was not withholding information and requested that Mr. Nunziato clarify his comment.

Mayor Nunziato apologized for the comment about honesty and clarified by saying that the private aircraft that come and go out of Teterboro Airport, “in his personal opinion”, “get special dispensation to come in after hours and leave before the proper times”.

Ms. Sheridan thanked Mr. Brooks and clarified that the TANAAC committee was not trying to go outside of the NCP. The committee was looking for other opportunities, airspace-wise, that were outside of the 65 DNL and that were not part of the 150 study that could provide opportunities for collaboration for the enhancement and improvement of the quality of life for area resident.

Gabriel Andino, Teterboro Airport Noise Abatement Manager, followed up by adding that some of the measures requested by TANAAC fall outside the 150 study. Given that concerns were being raised in areas outside of the 65 DNL contour, the committee was looking into opportunities to better serve those areas and perhaps modify traffic usage, within reason.

Mr. Brooks responded that it was completely fine to pursue these options. He appreciated the clarity Ms. Sheridan and Mr. Andino provided regarding what is currently being done within the Part 150 versus what is being requested outside of it. He explained that there are currently a set of measures that have been approved and are in process. The FAA is working to implement those measures. The complicating factor was that the FAA was not just working with Teterboro, but with a whole host of individuals across various airports to implement many different scenarios. The FAA was relying on Port Authority staff to target prioritization across all four airports. So far the FAA has engaged in communications on the first two measures. One was approved and the FAA is waiting on a design submittal to consider. Discussion are taking place on how to move forward on the second measure which fell outside of the area. Other measures to be considered will depend on what is being sought and whether or not they need to be wrapped into the Part 150 or not. Further conversations will need to take place on those. He added that he wants “folks to understand that they are not saying they are not willing to listen or work on these issues”, he was just clarifying the responsibility,

prioritization and the amount of work needed before they can come back and discuss the ability to implement these measures.

Mr. Andino thanked Mr. Brooks and mentioned that they have a meeting scheduled next week to discuss prioritization.

Mayor Nunziato asked why aircraft departing Runway 19 were going out so low and not heading up as they banked right over Rutherford. He went on to say aircraft would remain underneath any aircraft heading into Newark. He asked Mr. Andino to explain to him how Runway 19 worked.

Mr. Andino explained that the questions Mayor Nunziato had could be summed up as the result of the interplay of the airspaces for Newark airport and Teterboro airport. This limits how runways can be used at Teterboro, which ones can be used, how often, and also where an aircraft can go.

Mayor Nunziato said that they had already received complaints that aircraft were stacking up which means they are going regularly. He added that he has done his homework and it was his understanding that departures from Runway 19 stayed well under the Newark flow.

Mr. Andino explained that the issue with Runway 19 departures is that they don't necessarily stay below the inbound Newark traffic to the FAA separation standards. There is a conflict.

Mayor Nunziato interrupted Mr. Andino's explanation to say that he will provide data on the conflict to Ms. Sheridan, and they can decide what the conflict is. He went on to say the issues for Rutherford and everyone else would not exist if aircraft banked in the right direction during takeoff.

Mr. Andino continued by saying that there were FAA Air Traffic Control staff who might be able to address Mayor Nunziato's questions better and he would leave this up to them, but he reiterated that there are limitations to how the runway can be used based on the current FAA criteria for maintaining the safe separation of flights going in to Newark and flights departing Teterboro.

Ms. Simmons added that if Mr. Andino received any questions regarding air traffic that he should send them to her.

Mayor Nunziato said he would take this information back to "digest" for the next meeting. He added that he appreciated the FAA and the Port Authority trying to work together with officials from local towns but that there were other solutions, "some which may not be financially viable", and taxpayers and residents may have to look to these other options.

Deputy Mayor Canestrino thanked Mr. Brooks for his participation during tonight's meeting. She stated that she appreciated his willingness to listen and to think "outside of the box" and said he was a "breath of fresh air" compared to the "FAA response she has typically received at meetings in the past". She went on to say that the issue she had was with the number 65 DNL. She mentioned that during nighttime hours there was not a lot of activity over Hackensack and that the DNL number was the average. If they "dug down" and looked at the actual numbers hitting Hackensack all day long those numbers would be in the 80's, 85's and even greater all day. She knows the 65 average was the "magic" number, but they really have to think about the amount of noise that was "really hitting the town". She finished by saying she looked forward to hearing more from Mr. Brooks.

Mr. Brooks thanked Mayor Canestrino for her comments and explained that he understood what she was saying but unfortunately the regulation establishing 65 DNL as the threshold for consideration is the regulations that set up the Part 150 process. However, he did want everyone to be aware that currently out for

comment in the Federal Register, the FAA was soliciting feedback from the general public, industry representatives, operations staff, and anyone else who would like to comment on the FAA Noise Policy Review Process. He encouraged everyone to go to the FAA website for noise policy review and click on the link to submit their comments. He added that items like Mayor Canestrino just mentioned about the 65 DNL could be considered as they work through noise policy updates moving forward into the future. The website is [faa.gov/noisepolicyreview](http://faa.gov/noisepolicyreview).

Mr. Gregory Hoffmann, Councilmember from Park Ridge, asked Mr. Brooks if there was a deadline for submitting comments for the Federal Register FAA Noise Policy Review.

Mr. Brooks explained that the deadline for comments had been extended and was now September 29<sup>th</sup>.

Ms. MaryEllen Stickel asked if there was a document number that had to be used.

Mr. Brooks verified that there was a document number, and it was located in the Federal Register. He went on to explain that the noise policy review page contained two hyperlinks. The first hyperlink went to a list of questions and the second hyperlink went directly to the comments submission page.

*The link below will access the FAA noise policy review site:*

[Noise Policy Review | Federal Aviation Administration \(faa.gov\)](#)

Mr. William McKeaver, Councilmember from the Town of Secaucus, mentioned that they had experienced a lot of complaints recently about noise from helicopters flying along Route 3. He believed this was from Caldwell Airport and not Teterboro Airport traffic, but he wanted to know why they flew so low, and he wondered if there was a complaint number for Caldwell Airport that he could provide to residents to file noise complaints.

Mr. Brooks responded that he does not have the phone number for Caldwell Airport but that he or Ms. Simmons would follow up with Councilman McKeaver on this.

Mayor Nunziato commented that Congressman Pascrell was already addressing this issue and they should have some type of resolution shortly.

Ms. Ella Raber, resident of Woodcliff Lake, had a comment about noise complaint collection data on the FAA website. She observed that the FAA online form used for filing complaints took too much time to fill out each time a complaint was registered. "It would be a full time job for anyone to present an accurate record of planes going overhead since the form takes so long to fill out" she said. She wanted to know if there was an easier form that could be filled out that consolidated information.

Mr. Brooks explained that he worked with the team that handled noise complaints as they came in. He and his staff need the form to be as detailed as it is because the information for each flight that it provided will assist them in researching complete details of each of the flights. He went on to say that he "understands her frustration" but that if they were to craft the form differently it would not allow for accurate data collection specific to the flights. He added that the Port Authority also has mechanisms for filing complaints and that data is shared with the FAA. He also mentioned that there were applications available that automatically track submissions. He was not advocating for the use of those apps but felt that it might facilitate submitting her concerns to the airport.



Ms. Raber asked if there was a way to streamline the form by at least allowing her to keep previously entered information such as name and address and phone number so that it did not have to be enter each time.

Mr. Brooks responded that the question was more a design issue. Since he was not engaged in the design of the form on the website, and he could not reply to that question himself. He said he would get back to her with further details.

Councilman Hoffman took a few minutes to inform the group about a new committee formed for Pascack Valley area residents. The committee, *Taxpayers for Aircraft Noise Solutions* (TANS), had goals that were similar to TANAAC's in terms of noise solutions. Their aim was to address issues such as complaints about plane volume, noise, altitude, and flight dispersion. He mentioned that the northern NJ region was in the path of planes coming in from both the north and from the west. Woodcliff Lake appeared to be the spot where planes coming in from the west turned and headed south. He went on to say that his data showed that the flight path of planes was wider further north and then narrowed as they moved south. This meant that a wider area of residents in northern towns were affected by aircraft traffic. He wanted the FAA to know that "although they were 12 miles out" they were very much affected by these issues. He thanked Warren Feldman, Mary Ellen Stickel and Audrey Herget from the Pascack Valley area who were "leading the charge."

John Brown, a resident from Maywood, asked Mr. Brooks if his suggestions about using congestion pricing at Teterboro Airport, which he made during the April TANAAC meeting, had gone to Mr. Brooks. He asked for his opinion on them.

Mr. Brooks explained that he had not seen those suggestions and that those type of questions would be sent to Ms. Simmons for response. Since Ms. Simmons had left tonight's meeting early he will follow up with Ms. Simmons on Mr. Brown's suggestions about congestion pricing.

Mr. Andino said that Mr. Brown's suggestions were forwarded to Ms. Simmons at the FAA and her response was that more information would be needed regarding the feasibility of this issue and whether or not it would apply to Teterboro since that particular practice is more related to physical capacity issues and not reduction in noise.

Mr. Brown replied that it was his opinion that volume more than noise was affecting residents. He went on to say that "he does expect to hear back" and that this "would not just go away and he would continue to ask the question." He thanked the FAA and the committee for their time.

Mr. Andino asked Mr. Brown to keep in mind that they did look into his suggestions and that it was more of a capacity related issue than a noise issue. Traffic volume ebbs and flows at Teterboro Airport. We are not a commercial airport with scheduled service such as Newark and LaGuardia. Those airports have slot restrictions in place because they have constant volume and limited runways and taxiways. At Teterboro we are a busy airport, but we are not pushing the physical capacity limits. Mr. Andino went on to say he will follow up with the FAA on Mr. Browns suggestions.

Lois DiTommaso, resident of Rutherford, asked if any decision had been made about a Runway 6 alternate approach which would get the planes away from residential areas.

Mr. Brooks responded that they were in conversation with the Port Authority and FAA about this.

Ms. Sheridan thanked Mr. Brooks for his time and for his thoughtful replies at tonight's meeting.

At this point Ms. Sheridan turned the meeting over to Scott Marsh, Teterboro Airport Manager, Operations & Security, for an update on airport related construction.

Mr. Marsh provided the following operations report for the airport:

- FAA Construction of new Air Traffic Control Tower (ATCT)
  - Construction continues and is moving ahead on schedule. The new ATCT is anticipated to be fully operational by the Fall of 2024.
- Upgrades to Power and Communications Lines

Two new construction projects were starting at the airport which would require closures to Runway 6/24 and Runway 1/19 at different times. Closures will primarily occur during nighttime hours, however some daytime closures were planned.

Ms. Sheridan then turned the meeting to Mr. Andino for the Noise Office Statistical report.

Mr. Andino continued the meeting by providing a Statistical Report for the 1<sup>st</sup> half of 2023 for the period of January 1<sup>st</sup> to June 30<sup>th</sup> as summarized below:

#### Aircraft Movements:

The airport had a total of 83,616 movements. This reflected a 0.97% increase in movements over last year at this time. We had 4,257 nighttime movements between the hours of 11:00PM and 6:00AM. Nighttime flights made up 5.09% of total movements.

#### Noise Exceedance Violations:

The airport issued a total of 34 first time violations. Violation notices issued were up compared to prior years. 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.

#### Runway Utilization:

The most utilized runway for arrivals continues to be Runway 19 with 51.71% of arriving flights using this runway. The most utilized runway for departures was Runway 24 with 57.12% of departing flights using this runway.

#### Helicopter Route Utilization:

The southern route to and from Manhattan continues to be the primary helicopter route used for 77.93% of arrivals and 79.37% of departures.

#### RNAV (GPS) X Runway 19 Offset Approach Utilization:

*Runway 19 Arrivals: 24 Hours* – Out of a total of 12,025 arrivals, 301 utilized the offset approach. This reflects an overall 24 hour usage of 2.50%.

*Runway 19 Arrivals: (Nighttime) - 10:00PM – 7:00AM* – Out of a total of 1,196 arrivals occurred during nighttime hours, 295 utilized the offset approach. This reflects a usage of 24.67% during nighttime hours.

Availability of the RNAV (GPS) X Runway 19 approach is dependent on several factors including weather, visibility, and air traffic volume.

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

- RMS 101 – (7<sup>th</sup> & Berry Street in Carlstadt) – 57.1 decibels (-0.1 decrease)
- RMS 102 – (Hamilton Street in Hasbrouck Heights) – 35.3 decibels (-0.1 decrease)
- RMS 103 – (Prospect Ave – Hackensack) – 60.5 decibels (-0.2 decrease)
- RMS 104 – (Park Street – Hackensack) – 53.2 decibels (+1.2 increase)
- RMS 105 – (Bogota High School) – 48.2 decibels (+0.5 decrease)
- RMS 106 – (Joseph Street – Moonachie) – 51.8 decibels (+0 change)

Noise Complaints:

The airport received 37,365 noise complaints from 452 complainants. 19,631 of these complaints came from 29 complainants using third-party application software to automatically register complaints.

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

The communities that registered the most complaints were Maywood with 16,845 complaints from 6 residents, (One Maywood resident registered 16,595 of those complaints all by themself.) Rutherford registered 2,216 complaints from 29 residents, and Hackensack registered 1,908 complaints from 32 residents. (One Hackensack resident registered 1,495 of those complaints using third party application software.)

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 10,460 complaints from 12 residents, Lyndhurst which registered 1,746 complaints from 14 residents and Tenafly which registered 1,205 complaints from 17 residents.

Noise Complaints – Nature of Disturbance:

The top reasons given for the majority of complaints was *Too Loud & Low* with 31,281, *Too Loud* with 5,230, *General Complaint/Other* with 344, *Too Early, or Late* with 328, *Too Frequent* with 90 and *Too Low* 84.

Noise Complaints – Regional Complaints

The majority of complaints from within a 5-mile radius of the airport came from Hackensack, South Hackensack, Teaneck, and Maywood to the north of the airport. Lyndhurst, Carlstadt, Rutherford, and East 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.

**OLD BUSINESS**

TANAAC Community Co-Chair Vote

According to the TANAAC by-laws, every two years the community co-Chairperson is up for election/re-election. A request for nominations was placed to all the TANAAC member communities at the end of March and Paul Griffo was re-nominated for the Community Co-Chairperson position.

Ms. Sheridan conducted a roll call vote on the re-nomination of Paul Griffo to the position of TANAAC Community Co-Chairperson as follows:

Borough of Bogota	Not present	
Bergen County	Peter Kortright	YES

Borough of Carlstadt	Not present	
Borough of East Rutherford	Councilman George Cronk	YES
City of Hackensack	Deputy Mayor Kathy Canestrino	YES
Borough of Hasbrouck Heights	Not present	
Borough of Little Ferry	Councilman George Muller	YES
Borough of Maywood	Mayor Richard Bolan	YES
Borough of Moonachie	Not present	
Village of Ridgefield Park	Not present	
Township of Rochelle Park		
Borough of Rutherford		
Town of Secaucus	Councilman William McKeever	YES
Township of South Hackensack	Not present	
Township of Teaneck	Not present	
Borough of Teterboro	Not present	
Borough of Wood Ridge	Not present	

The nomination of Paul Griffo to remain in the role of TANAAC Community Co-Chairperson was passed by the TANAAC committee members present by a unanimous vote. Mr. Griffo accepted the position and thanked the committee.

**OPEN DISCUSSION**

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

Ms. Sheridan recognized Audrey Herget who provided some additional comments on the TANS (Taxpayers for Aircraft Noise Solutions) Committee as follows:

“The committee is a community based organization tasked with finding workable solutions to the aircraft noise that adversely affects the resident quality of life in the Pascack Valley and surrounding towns. TANS members believe there are solutions that can be undertake that will improve resident quality of life while continuing to provide safe necessary access to air travel in and out of Teterboro Airport, Newark Airport, and all others within our vicinity”.

Ms. Herget provided the TANS email address as [tanspvnj@gmail.com](mailto:tanspvnj@gmail.com).. They have already written to the FAA regarding the RNAV GPS X Route 17 approach. They are currently in the process of drafting their first petition. They are working in coordination with pilots, people familiar with the FAA, community leaders and elected representatives. She welcomed everyone present to reach out to them.

**CLOSING REMARKS**

Ms. Sheridan thanked everyone for attending tonight’s meeting and expressed her appreciation for the varied ideas presented. Mr. Griffo also thanked everyone for attending.

The next TANAAC meeting is scheduled for **Wednesday, October 25, 2023**.

With no further business to come before the committee the meeting was closed by Ms. Sheridan.