Airport Teterboro

Teterboro Aircraft Noise Abatement Advisory Committee

Half Year 2025 Meeting

July 16, 2025

TANAAC Voting Members and Representatives

Member	Mayor / Official	Designated Representatives
Borough of Bogota	Daniele Fede	Councilwoman Connie Carpenter
Bergen County	James J. Tedesco III	Principal Planner Peter Kortright
Borough of Carlstadt	Robert J. Zimmerman	Ronald Stull, Jolanta Polan, and John Antoniotti – Appointed Reps.
Borough of East Rutherford	Jeffrey Lahullier	Councilman George Cronk
City of Hackensack	Caseen Gaines	
Borough of Hasbrouck Heights	Ron Kistner	
Borough of Little Ferry	Mauro D. Raguseo	Councilman George Muller & Borough Admin. Lisette Duffy
Borough of Maywood	Richard Bolan	Mr. John Brown – Appointed Representative
Borough of Moonachie	Dennis Vaccaro	Councilwoman Karen Surak & Councilman Bradford J. Haberlin
Village of Ridgefield Park	Adam MacNeill	
Township of Rochelle Park	Teresa Judge Cravello	Mr. Roy Luyster – Appointed Representative
Borough of Rutherford	Frank Nunziato	Mr. Jim Linsalata – Appointed Representative
Town of Secaucus	Michael Gonnelli	Councilman William McKeever
Township of South Hackensack	James Anzevino	Councilman Frank Cagas
Township of Teaneck	Mark J. Schwartz	
Borough of Teterboro	John P. Watt	
Borough of Wood-Ridge	Paul A. Sarlo	Borough Clerk Gina Affuso

TANAAC Meeting Agenda:

Welcome/Introduction ▪ TANAAC Member Roll Call ▪ Opening Remarks	**Richard Heslin** – Meeting Facilitator **Mayor Ron Kistner** – Hasbrouck Heights - TANAAC Co-Chair **Sherri L. Smith** – Airport Manager, Teterboro Airport - Port Authority of NY & NJ / TANAAC Co-Chair
Operations Update ▪ Airport Construction Projects	**Scott Marsh** - Manager, Operations & Security, Teterboro Airport - Port Authority of NY & NJ
Old Business: ▪ Letter of Request to FAA for proposed noise abatement measures ▪ 14 CFR Part 150 NCP Update	**Mary M. McCarthy** – Director, New York Area Program Integration Office (NYAPIO) - FAA **Gabriel Andino** – Manager, Noise Abatement & Environmental Compliance -Teterboro Airport/Avports
Runway 19 Approach Focus Group ▪ Quarterly Update	**Mayor Ron Kistner** – Hasbrouck Heights - TANAAC Co-Chair
Aircraft Noise 101 Presentation	**Gene Reindel** – Vice President, Aviation Environmental and Sustainability – HMMH **Rhea Hanrahan** - Director, Aviation Environmental and Sustainability – HMMH **Jason Stoddard** - Airspace Analyst – HMMH
Noise Office Statistical Report (Half Year 2025): ▪ Community Office Outreach Update ▪ Aircraft Activity ▪ Aircraft Noise Violations ▪ Measured Noise Levels ▪ Noise Complaints	**Gabriel Andino** - Manager, Noise Abatement & Environmental Compliance - Teterboro Airport/Avports **Michael Fiscus** - Assistant Manager, Noise Abatement & Environmental Compliance - Teterboro Airport/Avports **Alejandra Cabrera** – Noise Abatement & Environmental Compliance Specialist - Teterboro Airport/Avports
Committee Open Discussion	
Guest Comments/ Questions	

TEB Airport Operations Update

Scott Marsh – Manager, Operations & Security

Operations Update:

Stormwater Drainage System Rehabilitation: 2025-2026

Hours of Work and Closures

- Potential Individual Runway Overnight Closures:
  - Weekdays 10:30 p.m. to 6:30 a.m. the following morning
- Potential Individual Runway Weekend Closures:
  - 38-hour closures – Friday 10:00 p.m. to noon Sunday
- Potential Airport Weekend Closures:
  - 12-hour closures – Sunday 12:01 a.m. to noon Sunday

Old Business

- **Letter of Request to FAA**
- **14 CFR Part 150 NCP Update**

Old Business:

TANAAC Letter of Request to FAA – July 2025 Status Update

Topic	Goal	Prior Status	Current Status
Runway 1 published approach procedure	Publish procedure to facilitate use of Runway 1 for arrivals	Estimated publication date November 27, 2025	Flight Inspection has been delayed pending certification that obstacles (trees) in the flight path have been cleared. Once the certification is received, the Flight Inspection can be scheduled. Likely new publication date will be January 2026.
Runway 6 offset approach procedure	Review feasibility of an alternate Runway 6 approach procedure	Air Traffic Control (ATC) input is needed.	On Hold. The Runway 1 procedure should move traffic from the Runway 6 approach and may provide the noise reduction sought.
RNAV (GPS) X Approach procedure to Runway 19 (Runway 19 offset approach)	Increase use of this procedure during daytime hours	Air Traffic Control (ATC) input is needed; meeting with Newark Approach to discuss using the RNAV X approach during daytime hours.	On Hold. Because of recent equipment issues in PHL Area C and work being done to remedy those issues, FAA is pausing efforts to increase use of this procedure.
Runway 19 approach procedures	Review feasibility of increasing aircraft altitudes at the Runway 19 Initial Approach Fix UNVIL	Air Traffic Control (ATC) input needed.	As previously reported, we're unable to raise UNVIL, however, we have some ideas about moving the fix and are considering the feasibility of those ideas.

Half Year 2025 Statistical Report
Presented by the TEB Noise Abatement Office

Gabriel Andino
Manager
Noise Abatement &
Environmental Compliance

Michael Fiscus
Asst. Manager
Noise Abatement &
Environmental Compliance

Alejandra Cabrera
Specialist
Noise Abatement &
Environmental Compliance

Community Activity

- The Teterboro Airport Community Benefit Fund was established in 1986 to support local graduating high school seniors pursuing careers in Aviation / Aerospace and other STEM disciplines.
- Since its inception it has been able to award more than $300,000 to 287 students.

Airport Teterboro
COMMUNITY BENEFIT FUND

2025 Teterboro Airport Community Benefit Fund Scholarship Award Winners:

Jannys Ramos
Ridgefield Park Jr./Sr. High School

Luka Pozderski
Hasbrouck Heights High School

Thomas Cinque
Rutherford High School

Gianluca Mangano
Hackensack High School

Anika Antala
Secaucus High School

Lovepreet Singh
Wood-Ridge Jr./Sr. High School

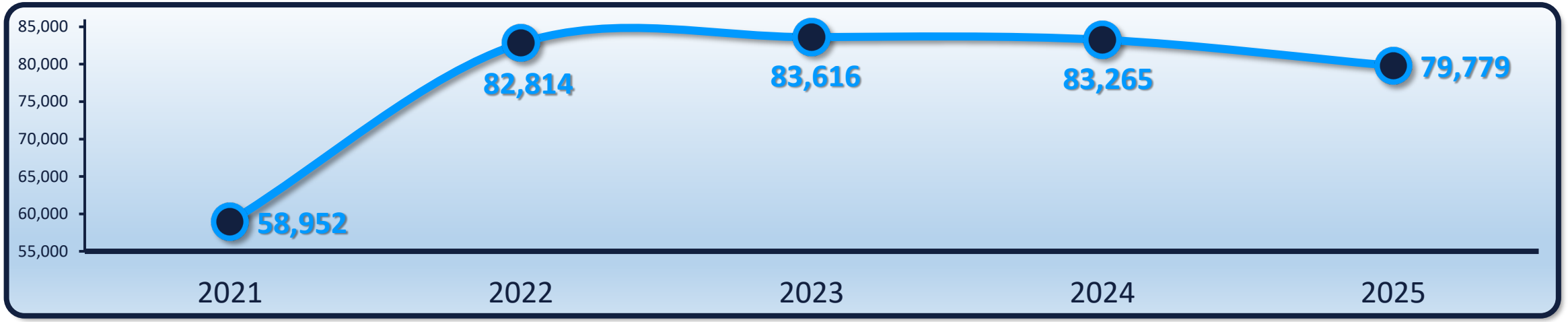
Luis Ferrera
Bogota Jr./Sr. High School

Georgina Beirne
Bergen County Technical High School

Charles Groh
Becton Regional High School

Airport Activity Report

January – June

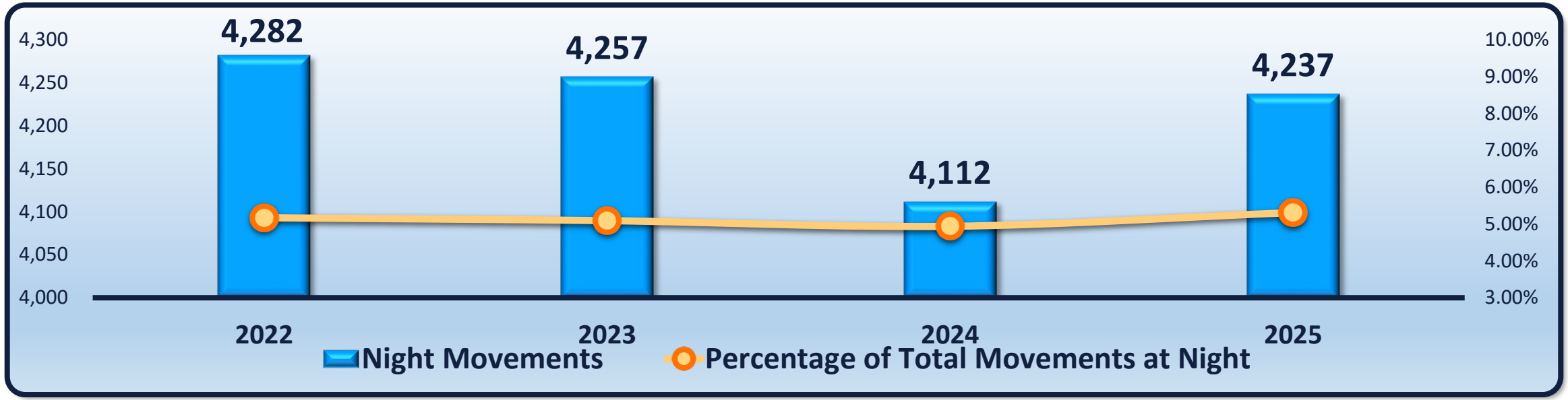


Movements	2021	2022	2023	2024	2025	2021/2022	2022/2023	2023/2024	2024/2025
Props	1,880	2,160	2,392	1,946	1,327	14.89%	10.74%	-18.65%	-31.81%
Turbo-Props	4,019	5,993	5,705	5,339	4,830	49.12%	-4.81%	-6.42%	-9.53%
Helicopters	1,429	2,456	2,857	2,802	2,417	71.87%	16.33%	-1.93%	-13.74%
Jets	51,392	71,920	72,317	72,930	70,931	39.94%	0.55%	0.85%	-2.74%
Totals:	**58,952**	**82,814**	**83,616**	**83,265**	**79,779**	**40.48%**	**0.97%**	**-0.42%**	**-4.19%**

❖ Total Aircraft Movements are Inclusive of Missed Approaches and Aborted Take-Offs.

Airport Activity Report

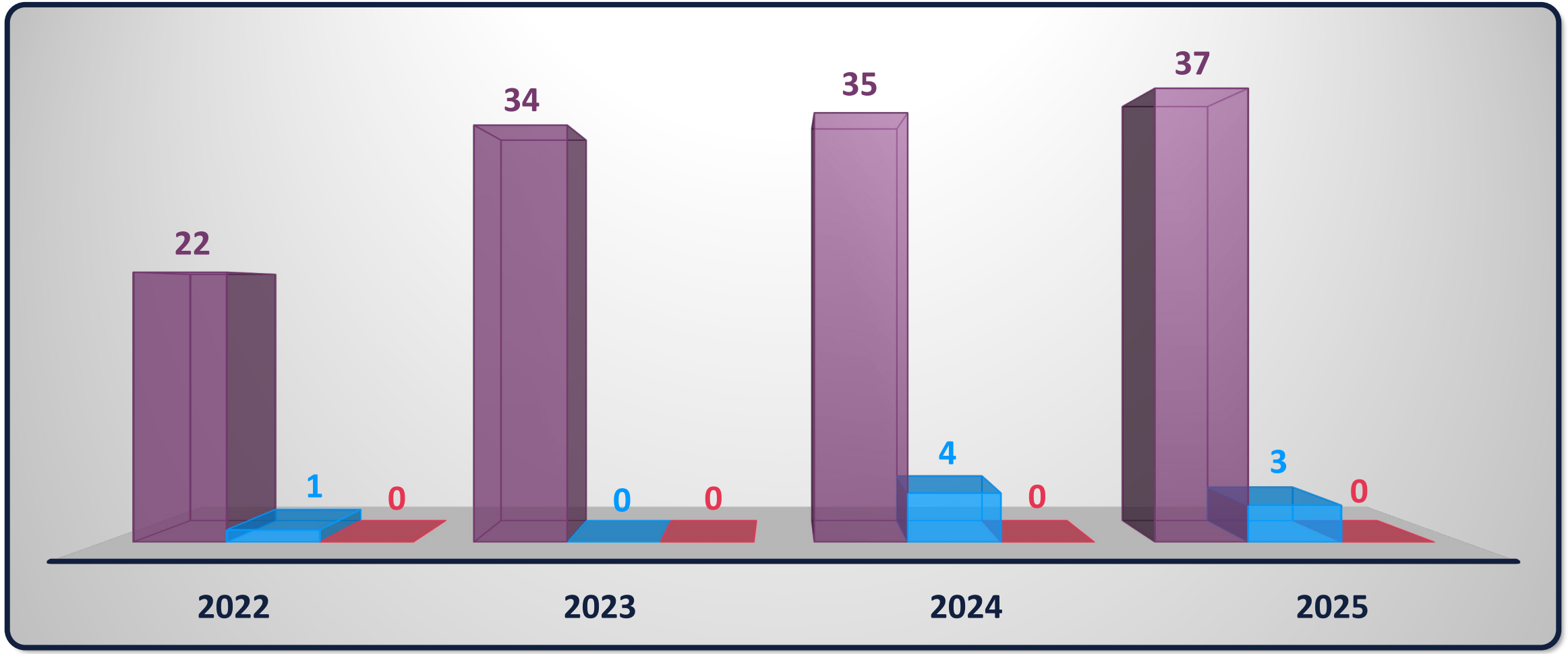
January – June (11:00p.m. – 6:00a.m.)



Year	Nighttime Aircraft Movements	Total Aircraft Movements	% of Total Movements at Night
2021	3,326	58,952	5.64%
2022	4,282	82,814	5.17%
2023	4,257	83,616	5.09%
2024	4,112	83,265	4.94%
2025	4,237	79,779	5.31%

Noise Violations

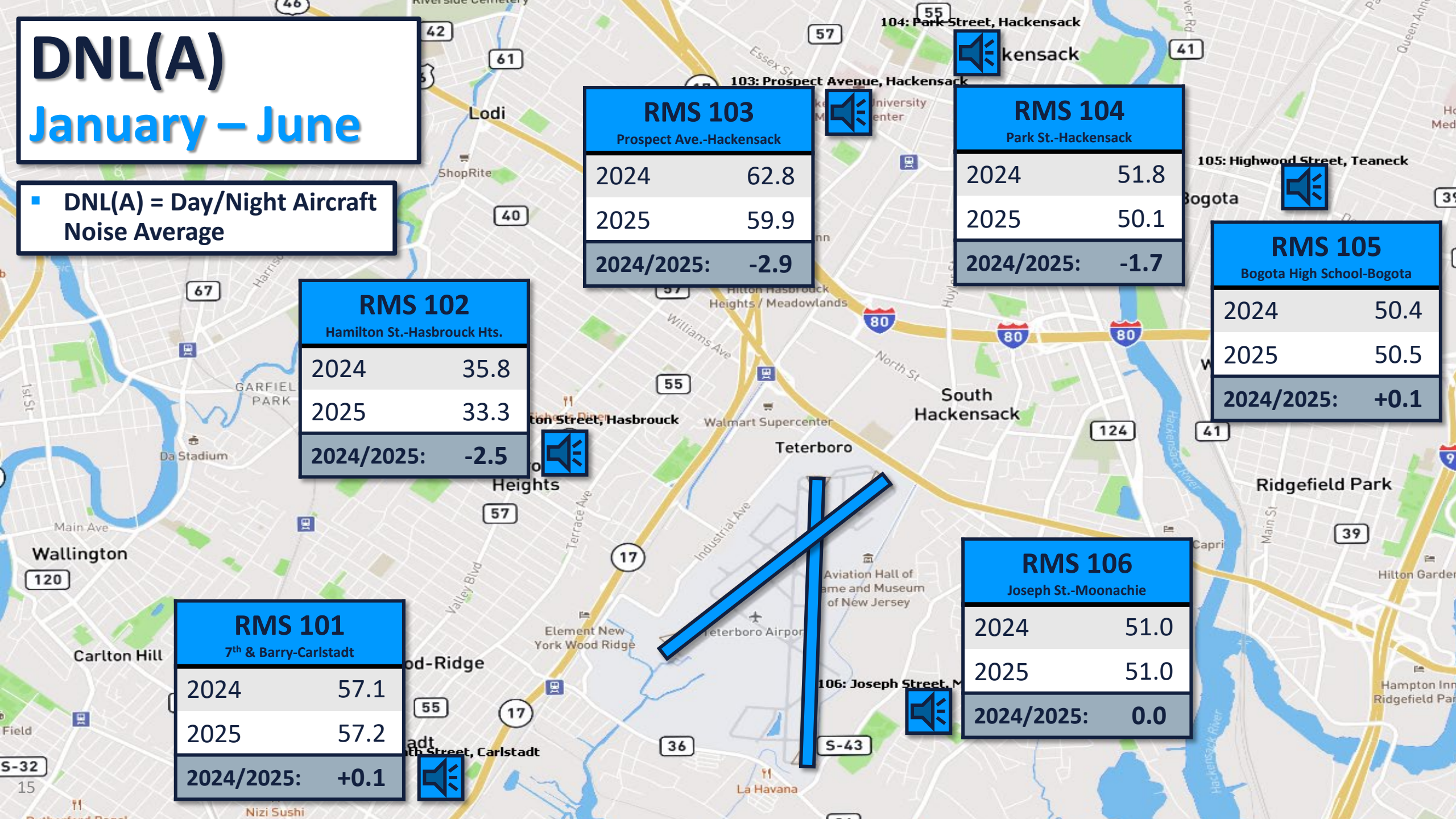
January – June



DNL(A)

January – June

- DNL(A) = Day/Night Aircraft Noise Average



RMS 103 Prospect Ave.-Hackensack	
2024	62.8
2025	59.9
2024/2025:	**-2.9**

RMS 104 Park St.-Hackensack	
2024	51.8
2025	50.1
2024/2025:	**-1.7**

RMS 105 Bogota High School-Bogota	
2024	50.4
2025	50.5
2024/2025:	**+0.1**

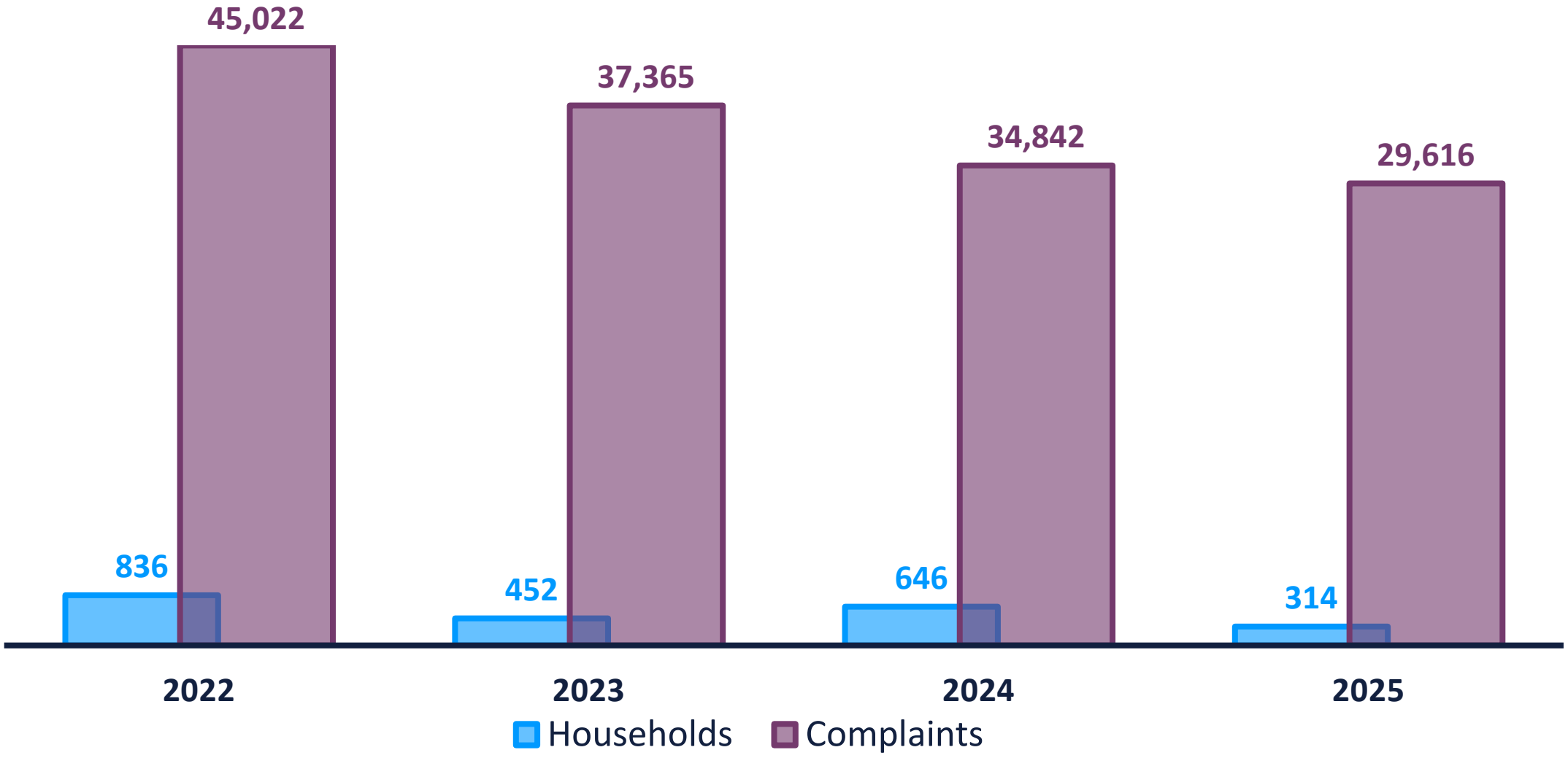
RMS 102 Hamilton St.-Hasbrouck Hts.	
2024	35.8
2025	33.3
2024/2025:	**-2.5**

RMS 101 7th & Barry-Carlstadt	
2024	57.1
2025	57.2
2024/2025:	**+0.1**

RMS 106 Joseph St.-Moonachie	
2024	51.0
2025	51.0
2024/2025:	**0.0**

Noise Complaints

January – June

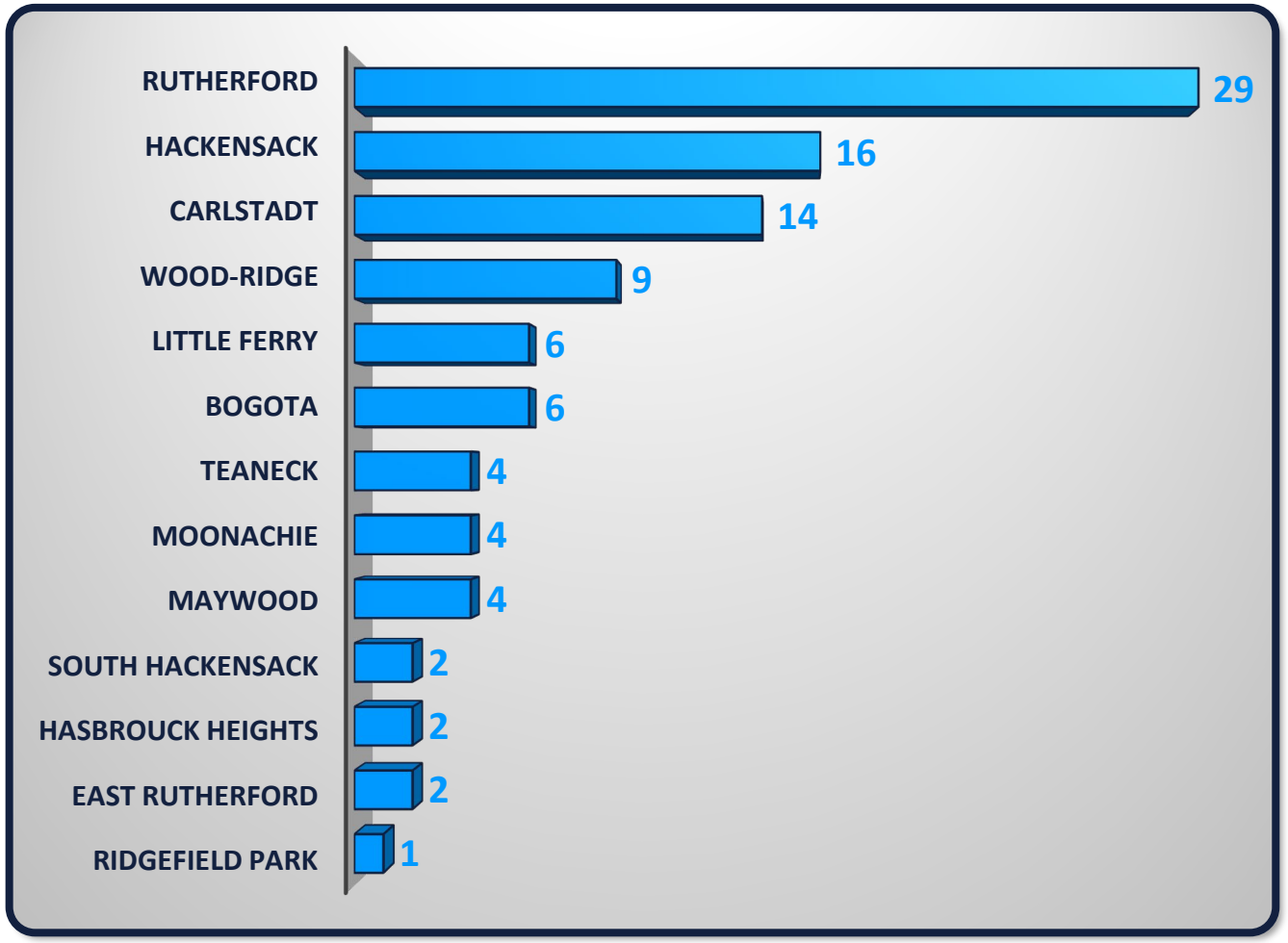


- Third Party Applications Logged 15,455 Complaints from 15 Callers January thru June 2025.

Noise Complaints: TANAAC Members

January – June 2025

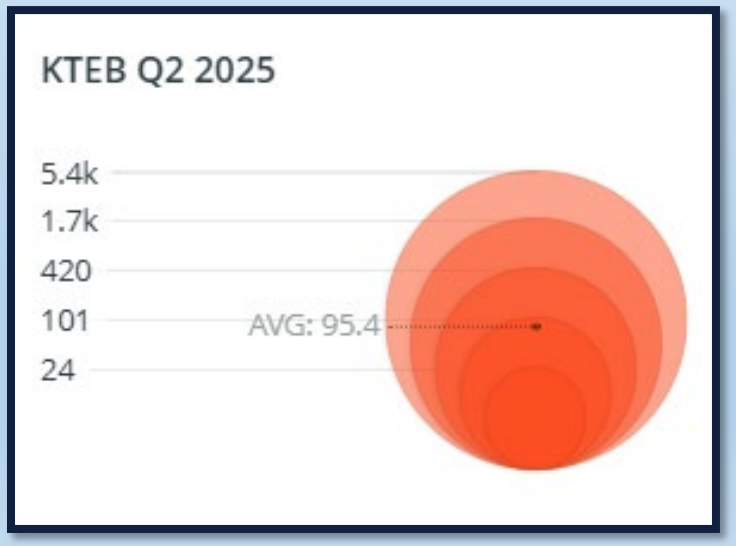
Rochelle Park	0	0	Moonachie	4	5
Secaucus	0	0	Teaneck	4	11
Teterboro	0	0	Bogota	6	10
Ridgefield Park	1	3	Little Ferry	6	16
East Rutherford	2	3	Wood-Ridge	9	52
Hasbrouck Hts.	2	2	Carlstadt	14	30
South Hackensack	2	57	Hackensack	16	261
Maywood	4	10,713	Rutherford	29	1,142

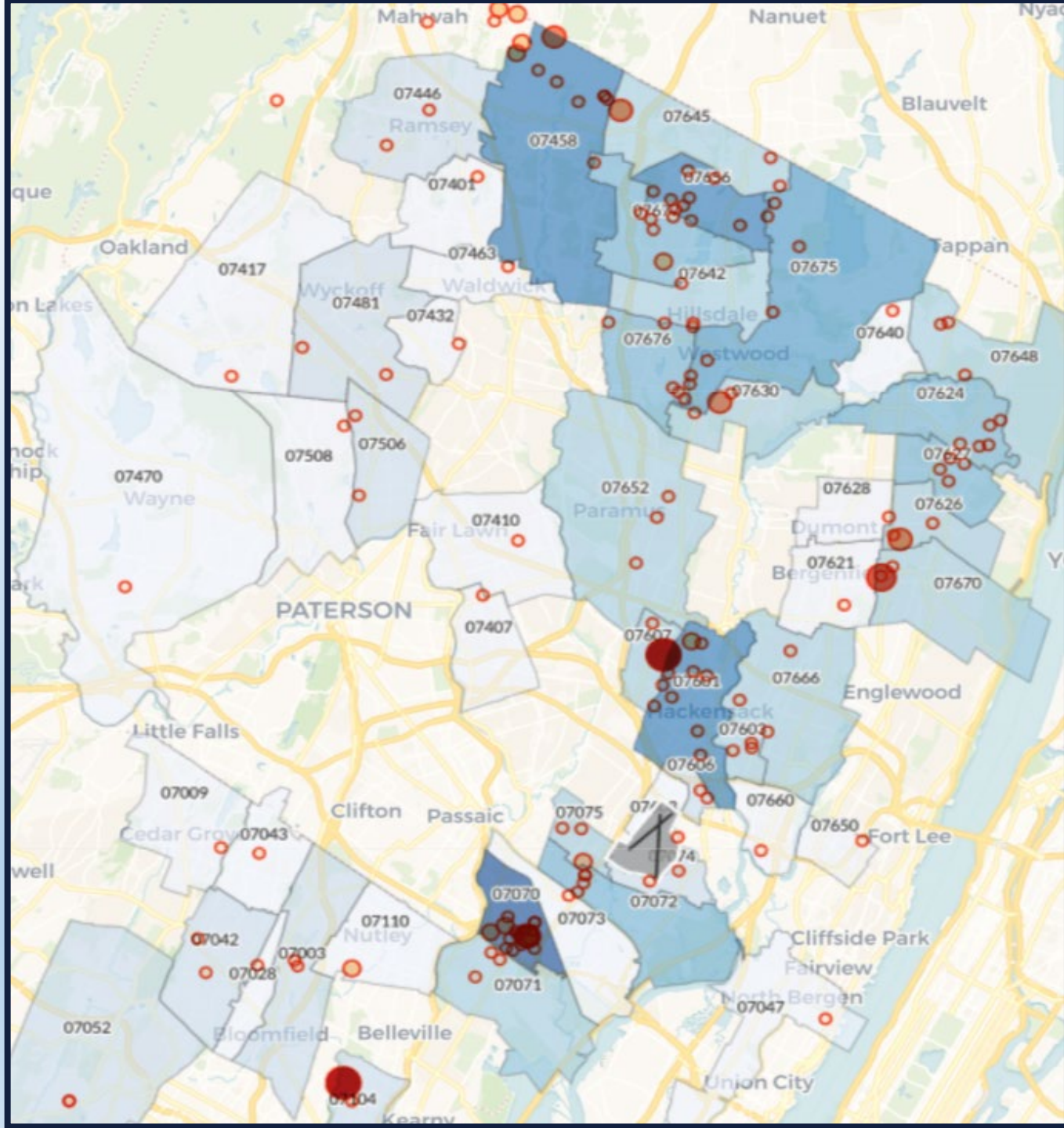


Households Complaints

Regional Complaints

2nd Quarter 2025





Thank you for your Attendance

THE NEXT TANAAC MEETING IS SCHEDULED FOR OCTOBER 15, 2025

PORT AUTHORITY NY NJ

AIR LAND RAIL SEA

Aircraft Noise 101

July 17, 2025

Agenda

- Introductions
- Aircraft Noise Regulations
- Noise Terminology
- Aircraft Noise Sources
- Effects of Wind on Aircraft Operations
- Noise Measurements vs. Modeling

Introductions – The HMMH Team

Rhea Hanrahan

Gene Reindel

Jason Stoddard

Rhea Hanrahan

Rhea Hanrahan is the Director of the Aviation Environmental and Sustainability group at HMMH. Working out of HMMH's New York office, she is the project manager for this Roundtable Consultant Contract. She also oversees On-Call Noise Consulting Services Contracts with Oakland International, Baltimore-Washington Thurgood Marshall International, and Fort Lauderdale-Hollywood International Airports.

Rhea's previous experience includes facilitating airport noise roundtables, Part 150 compatibility studies, large scale Optimization of Airspace & Procedures in the Metroplex (OAPM) studies, state and federal environmental impact assessments, the design and use of permanent noise monitoring systems, noise measurement and modeling, ground noise studies, and other specialized noise studies.

Ms. Hanrahan holds a B.S. in Physics from Ithaca College in New York.

Gene Reindel

Gene has focused the greater part of his career on aircraft noise and consulting across the country and internationally. As Vice President in the Aviation Environmental and Sustainability group at HMMH, he manages a wide range of aviation noise consulting projects and provides technical support on aviation related noise studies and noise measurement programs. He is a trained facilitator and leads public outreach programs associated with controversial noise studies and programs and uses his training to facilitate community noise forum-type meetings. Gene also teaches courses in acoustics, sound measurements and noise modeling. Gene enjoys and excels at presenting complex issues of aviation noise in an easily understood manner.

Over the last 20 years, Gene has become a leader in the aviation industry. His commitment to excellence in engineering, design and environmental awareness is proof of his love for all aspects of acoustics, and the importance of this aspect within aviation practices.

Gene holds an M. Eng. in Acoustics from Pennsylvania State University and a B.S. in Physics Engineering from Pacific Lutheran University, WA.

Jason Stoddard

Jason Stoddard is an Airspace Analyst in the Federal group at HMMH, focusing on supporting Department of Defense noise and airspace modeling efforts as well as flight path planning and trajectory analysis.

His experience involves procedure design and analysis as well as deconfliction and analysis of novel and potentially hazardous aviation projects from the general public. Prior to joining HMMH, he spent 8 years as a Navy Air Traffic Controller and an additional 6 years as a Mission Controller and Range Safety Analyst at the Atlantic Test Range aboard NAS Patuxent River. He brings a strong technical background in Air Traffic Control, Airspace management, and operational analysis, enhancing the firm's airspace use and management qualifications.

Jason holds a B.S. in Aeronautics from Embry Riddle Aeronautical University.

Community Noise Roundtables and Procedure Redesign Efforts

HMMH has been a part of community roundtables across the country for many years, including:

- Charlotte, NC
- Oakland, CA
- San Francisco, CA
- Los Angeles, CA
- Baltimore, MD
- Fort Lauderdale, FL

HMMH has worked closely with many communities resulting in redesign and implementation of new flight procedures to address issues associated with the FAA's implementation of Metroplexes

Aircraft Noise Regulations

Federal Noise Regulations

Statute	Aircraft Noise Related Purpose	Most Relevant FAA Regulation(s)
Aircraft Noise and Sonic Boom Act of 1968	Authorizes FAA to prescribe standards for measurement of aircraft noise and establish regulations to abate noise	14 CFR parts 36 and 91
National Environmental Policy Act of 1969 (NEPA)	Directs all federal executive agencies to assess all environmental effects of proposed federal agency actions	FAA Orders 1050.1G, 5050.4B
The Noise Control Act of 1972 (Noise Act)	Amends 1968 act to add consideration of public health and welfare and to add EPA to the rulemaking process for aircraft noise and sonic boom standards	Part 36; EPA responsibility
Aviation Safety and Noise Abatement Act of 1979 (ASNA)	Directs FAA to establish single system to measure noise and determine exposure of people to noise, and identify land uses normally compatible with various noise levels	14 CFR part 150
Airport and Airway Improvement Act of 1982	Authorizes FAA funding for noise mitigation/compatibility planning and projects and establishes noise compatibility requirements for FAA-funded airport development	FAA Airport Improvement Program
Airport Noise and Capacity Act of 1990 (ANCA)	Mandates phase out of Stage 2 jet aircraft over 75,000 pounds, and established requirements regarding airport noise and access restrictions for Stage 2 and 3 aircraft	14 CFR part 161
Section 506 of the FAA Modernization and Reform Act of 2012	Prohibition after 12/31/2015 of operation of civil subsonic jet airplanes with maximum weights of 75,000 pounds or less that do not meet stage 3 noise standards	14 CFR part 91

National Environmental Policy Act, 1969

Governs federal actions with possible environmental impacts

- President's Council on Environmental Quality (CEQ) provides oversight
- Defined procedures for all federal agencies to prepare environmental assessments (EAs) and environmental impact statements (EISs)

FAA Order 1050.1G, "Policies and Procedures for Considering Environmental Impacts"

- Applies to all FAA "lines of business"

FAA Order 5050.4B, "Airport Environmental Handbook"

- Airports Division guidelines

Draft FAA Order 7490, "Air Traffic Environmental Order"

- Air Traffic Division guidelines

Compliance with NEPA is responsibility of FAA – not airports

- Airports should participate as fully as feasible to monitor their interests

Federal Agencies are in the process of updating their compliance documents

Noise Thresholds for Aviation Environmental Analyses

- Significant Impact
  - 1.5 dB increase within 65 DNL
- Reportable Impact
  - 3 dB increase between 60 and 65 DNL
  - 5 dB increase between 45 and 60 DNL

Table 5-5 – Color Coding Based on Change in DNL

Baseline DNL	Change in Noise Level from Baseline to Alternative	
	Increase	Decrease
< 45 dB	No color	No color
45-<50 dB	+ 5 dB (yellow)	- 5 dB (purple)
50-<55 dB		
55-<60 dB		
60-<65 dB	+ 3 dB (orange)	- 3 dB (blue)
> 65 dB	+ 1.5 dB (red)	- 1.5 dB (green)

Historical Background

Federal Interagency Committee on Noise ("FICON"), 1992

- 1.5 dB increase in DNL within 65 dB DNL
- 3 dB increase in DNL between 60 and 65 dB DNL

Expanded East Coast Plan ("EECP") EIS, 1992-3

FAA Order 7400.2M (Policies and Procedures for Air Traffic Environmental Actions)

Order 1050.1G "Desk Reference" provides detailed guidance

Airport Noise Compatibility Planning (14 CFR Part 150)

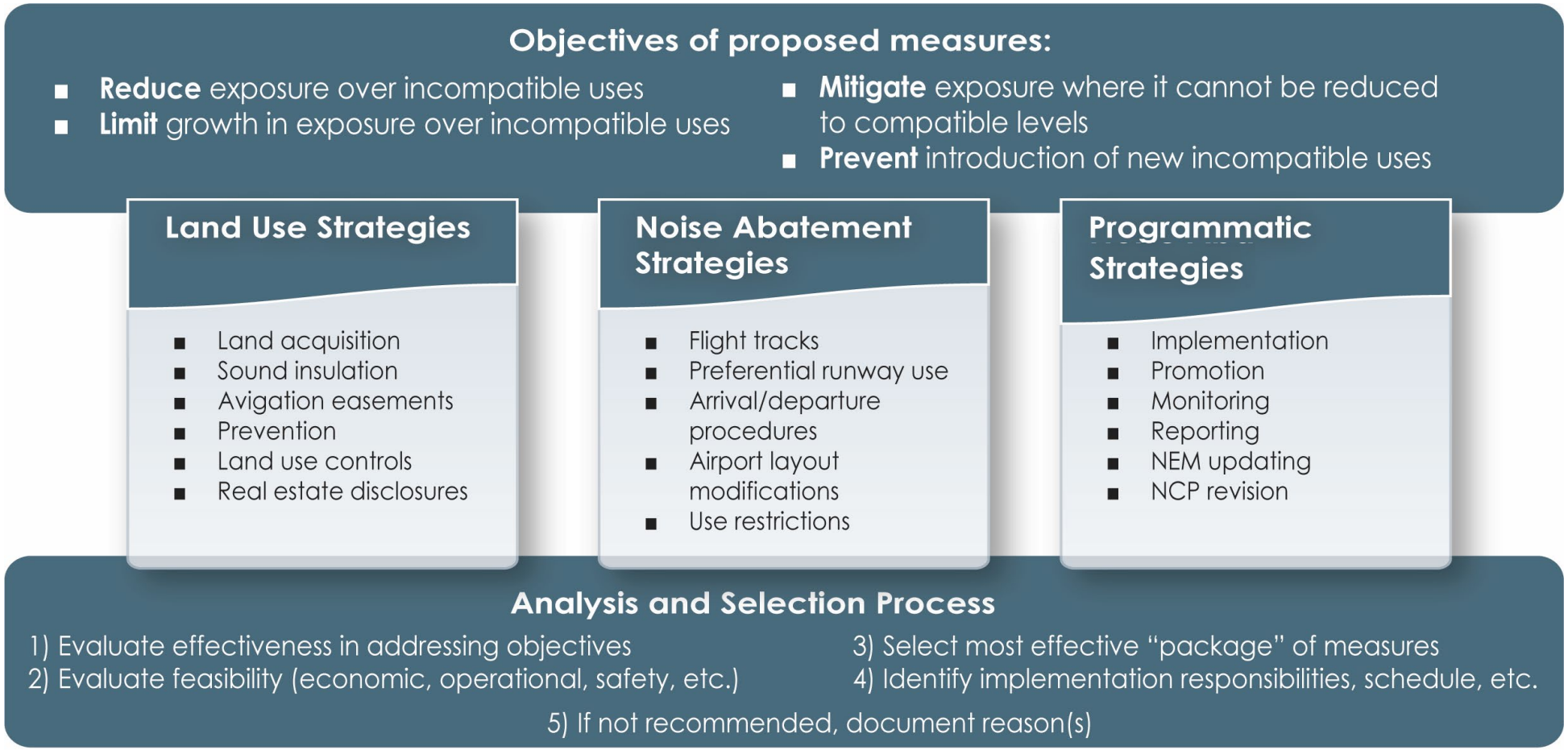
The Aviation Safety and Noise Abatement Act of 1979 ("ASNA") required FAA to:

- Establish a single, uniform, repeatable system for considering aviation noise around airport communities.
- Establish a single system for determining noise exposure from aircraft, which takes into account noise intensity, duration of exposure, frequency of operations, and time of occurrence.
- Identify land uses which are normally compatible with various exposures of individuals to noise

14 CFR Part 150 prescribes standards and systems for:

- Measuring noise
- Estimating cumulative noise exposure using computer modeling
- Describing noise exposure
- Coordinating with local land use agencies
- Documenting the analytical process
- Submitting the documentation to FAA
- FAA and public review processes
- FAA approval or disapproval process

Noise Compatibility Program Development



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Airport Noise and Capacity Act of 1990

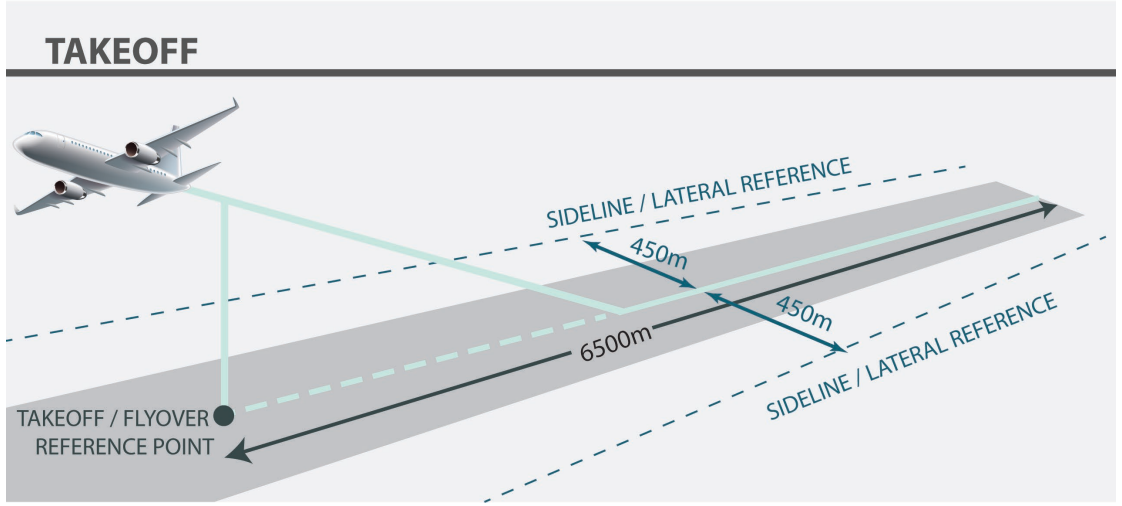
Act requirement	FAA Action
Required FAA to establish phase-out of Stage 2 aircraft over 75,000 pounds	FAA promulgated Part 91 amendment (1991)
Required FAA to establish regulations regarding analysis, notice, and approval of airport noise and access restrictions	FAA implemented through FAR Part 161 (1991)
Required FAA to develop "national aviation noise policy" by July 1, 1991	FAA published draft "Aviation Noise Abatement Policy 2000" on July 14, 2000 to replace the 1976 Federal Noise Abatement Policy

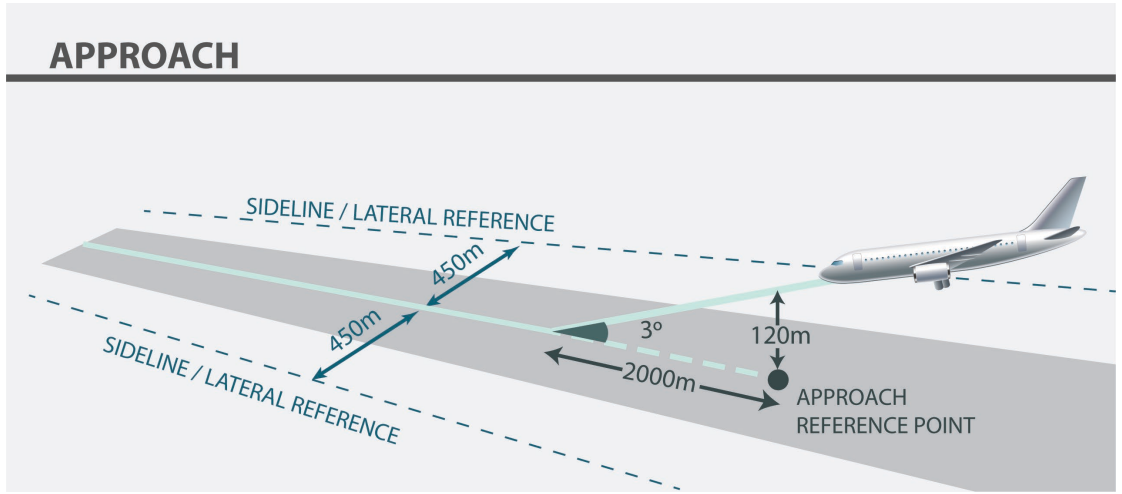
FAA Noise Policy Review

- The purpose of the NPR is to determine whether the Neighborhood Environmental Survey results and other research warrant any changes to their noise policy including:
  - Use of the DNL metric
  - 65dB as the DNL threshold
  - Other potential metrics as alternatives or supplementary
- 2024 Reauthorization required the establishment of an Airport Noise Advisory Committee (ANAC)
  - FAA is establishing an ANAC
  - FAA expects the ANAC to be involved in the NPR
  - ANAC is to sunset in two years, which is likely the timeline to expect results from the NPR

Aircraft Noise Standards (14 CFR Part 36)

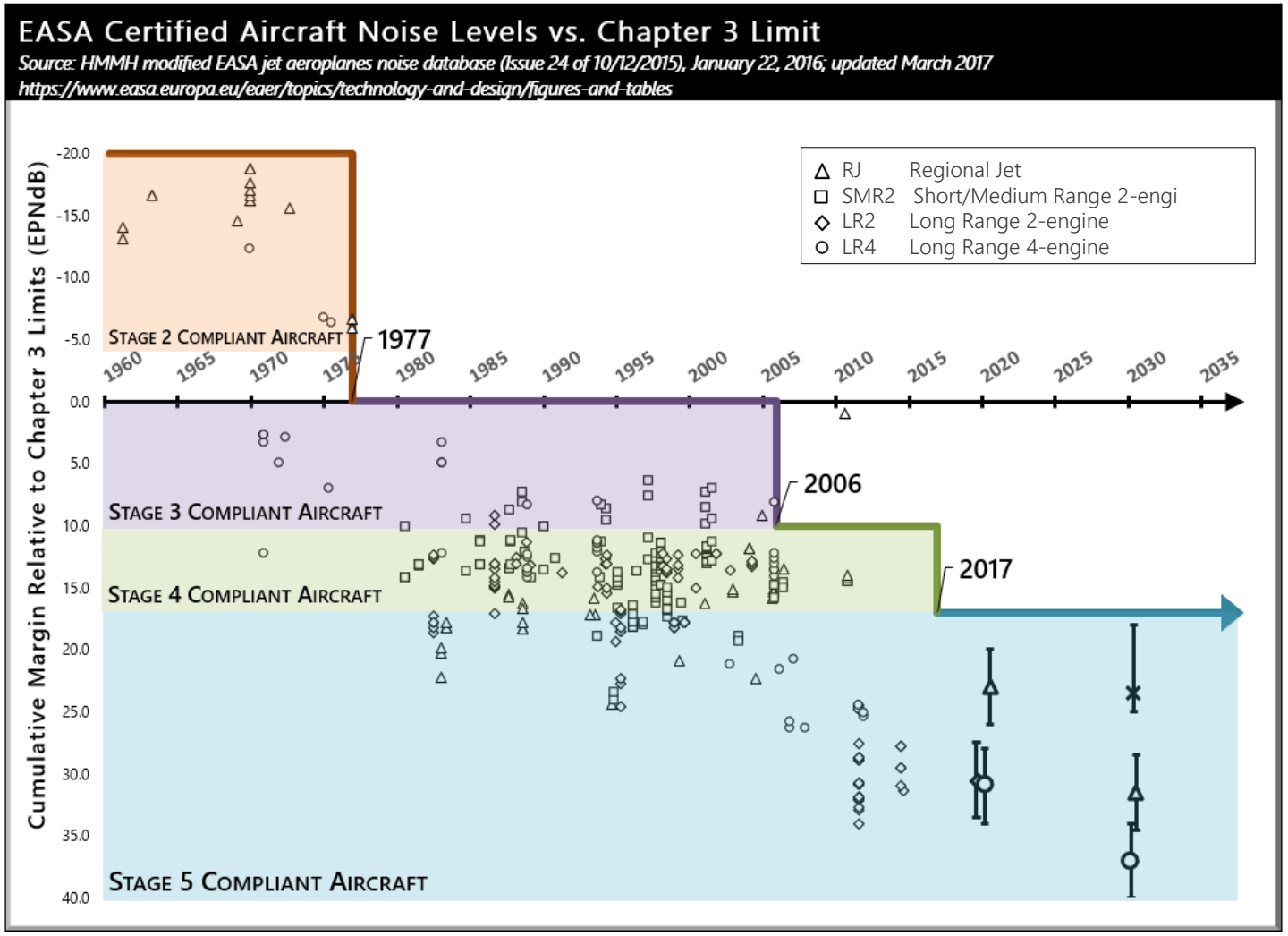
- Noise standards vary by design criteria and for most aircraft are in terms of “stages”
- Aircraft must meet Part 36 standards to obtain new or revised "type" or “airworthiness” certificates to operate in the U.S.
- The standards address noise limitations depending on aircraft type and weight
- Certification for most – *but not all* – aircraft is based on three measurements:
  Landing, Sideline, and Takeoff

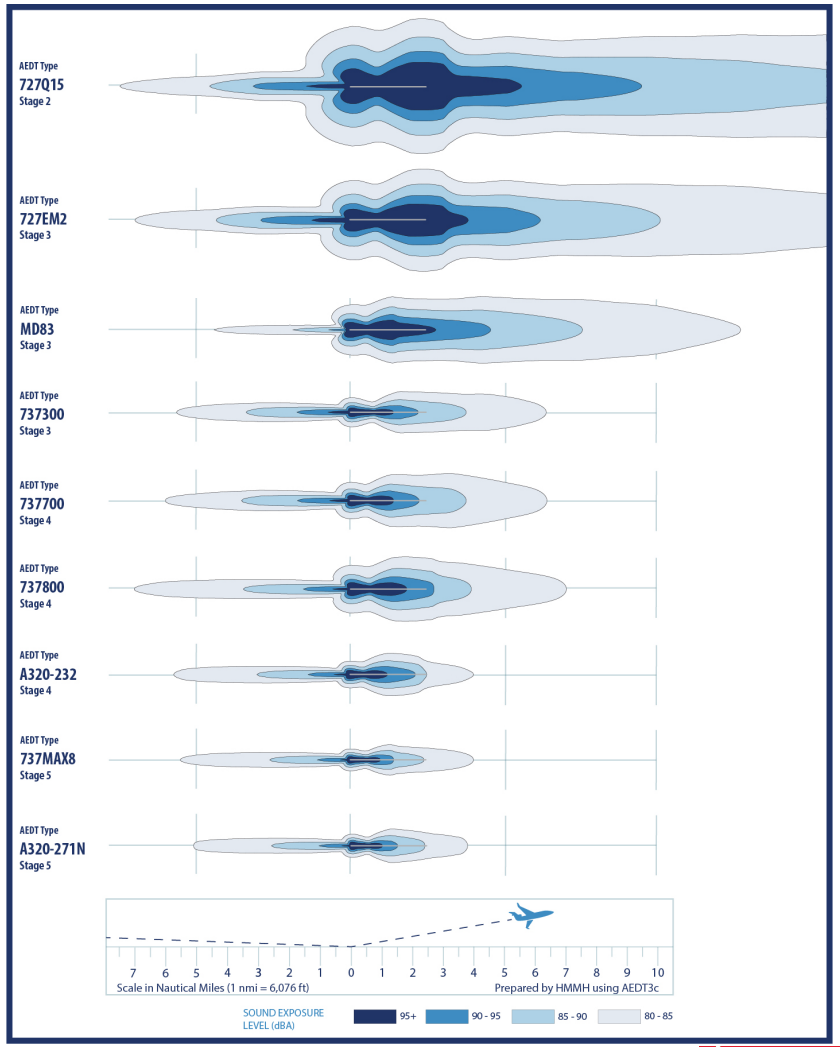




Measurement locations can vary with aircraft stage, number of engines, and lift mechanism. Some types are certificated based on level flyover.

Evolution of Aircraft Noise Stages in U.S.





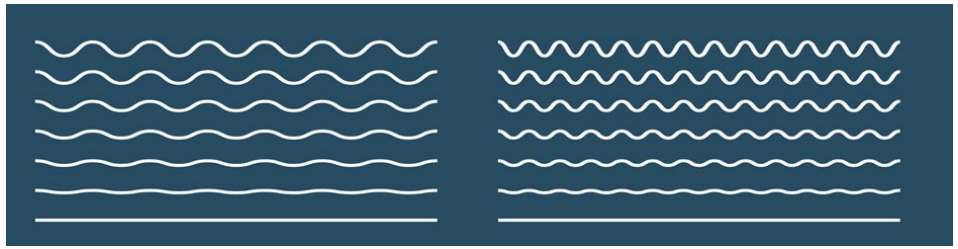
Notice and Approval of Airport Noise and Access Restrictions 14 CFR Part 161

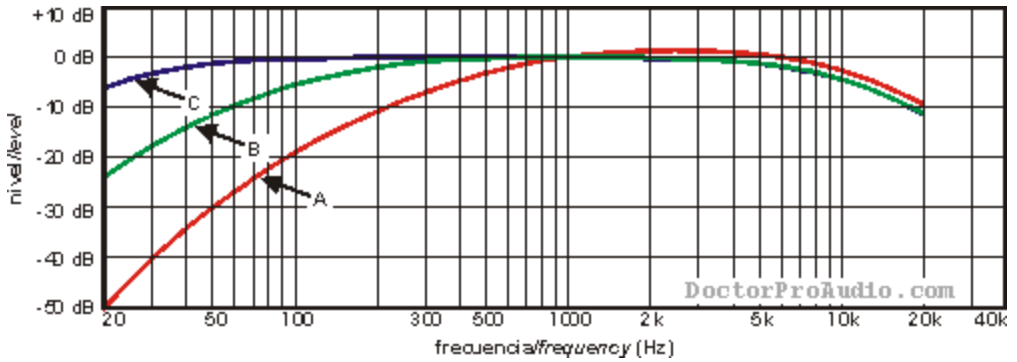
- Establishes the federal program for reviewing noise and access restrictions on the use of Stage 2 and 3 aircraft
- Requires extensive benefit cost analyses
- Requires extensive notice process
- Requires different level of analysis for Stage 2 and 3
- Requires separate analysis of effects on aircraft less than 75,000 pounds
- Encourages voluntary agreements
- Measure of last resort for land use compatibility

Noise Terminology

What is Noise?

- Noise is defined as “unwanted sound”
- Sound
  - Originates from small and rapid changes in the air pressure around a source that our ears detect.
  - Sound can be judges/categorized based on the following methods:
    - Magnitude- How loud the sound is, measured in decibels (dB)
    - Frequency (pitch) measured in Hertz



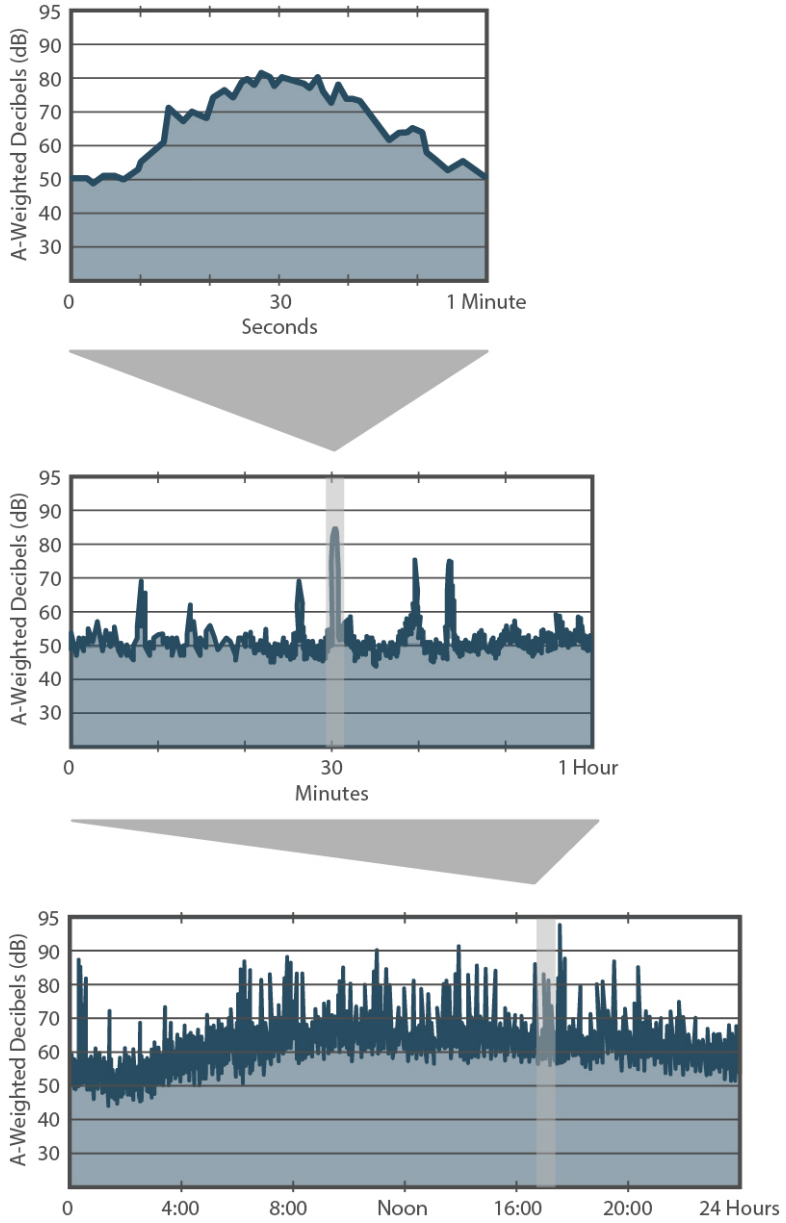


Studies have resulted in loudness curves:

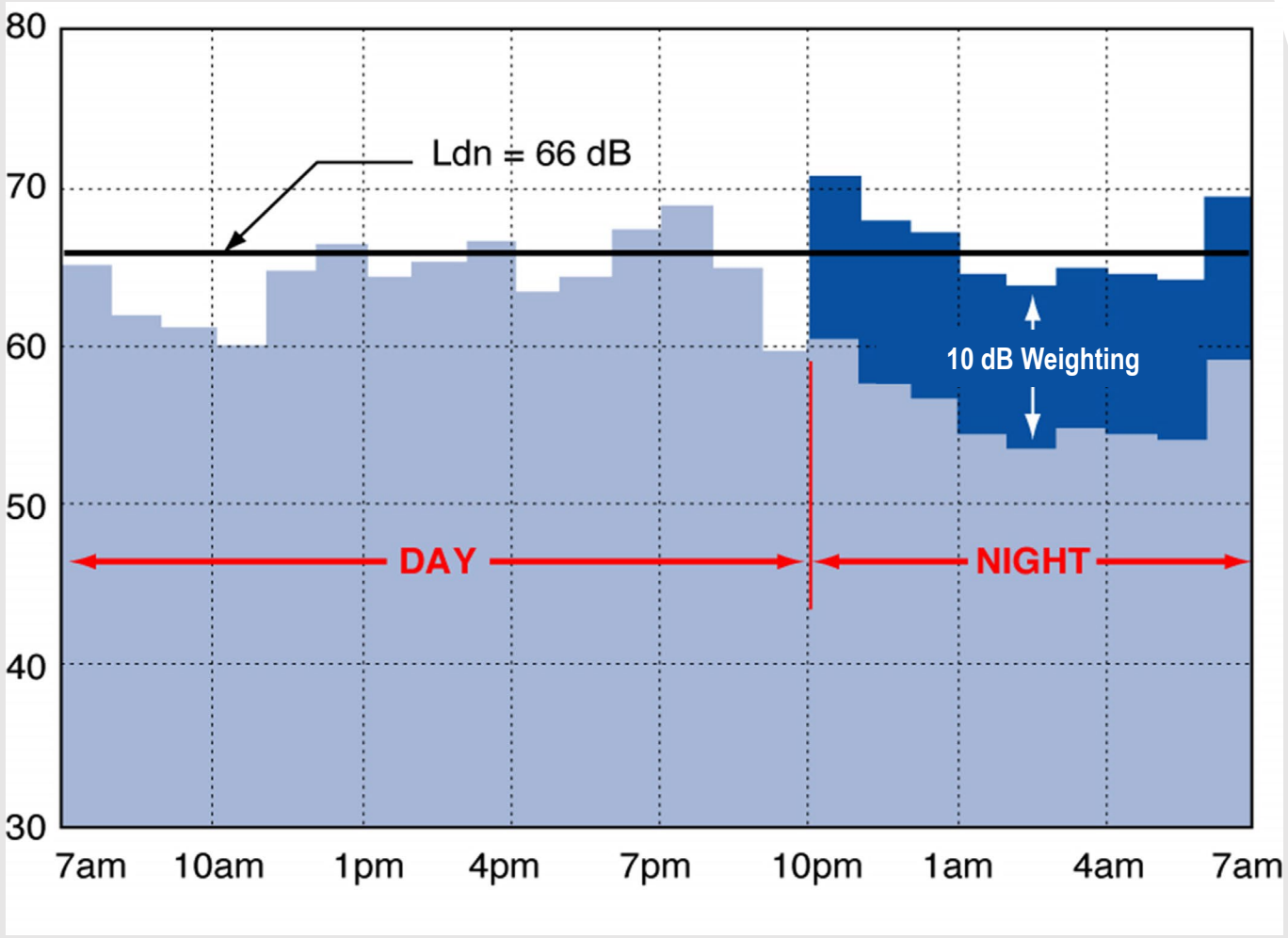
- A-weighted noise levels correlate to loudness of sounds in our everyday environment (relatively low energy)
- B-weighted noise levels correlate to medium energy sounds
- C-weighted noise levels correlate to high energy (louder) sounds whilst allowing more sensitivity to the quieter noise sources.

Day-Night Average Sound Level (DNL)

- Way to describe the noise exposure for a 24-hour period to account for:
  - The “noisiness” (SEL) of a noise event
  - The number of noise events
- Provides an additional weighting for nighttime operations during the study



DNL Nighttime Weighting



- Nighttime noise gets a 10 dB weighting
  - It garners this extra weighting due people rating outside nighttime noise as being twice as loud as the same event during the day
- Nighttime is defined as 10:00 pm to 7:00 am
- DNL may also be denoted as L_{dn}

Aircraft Noise Sources

Departure Noise

Arrival Noise

Ground Noise

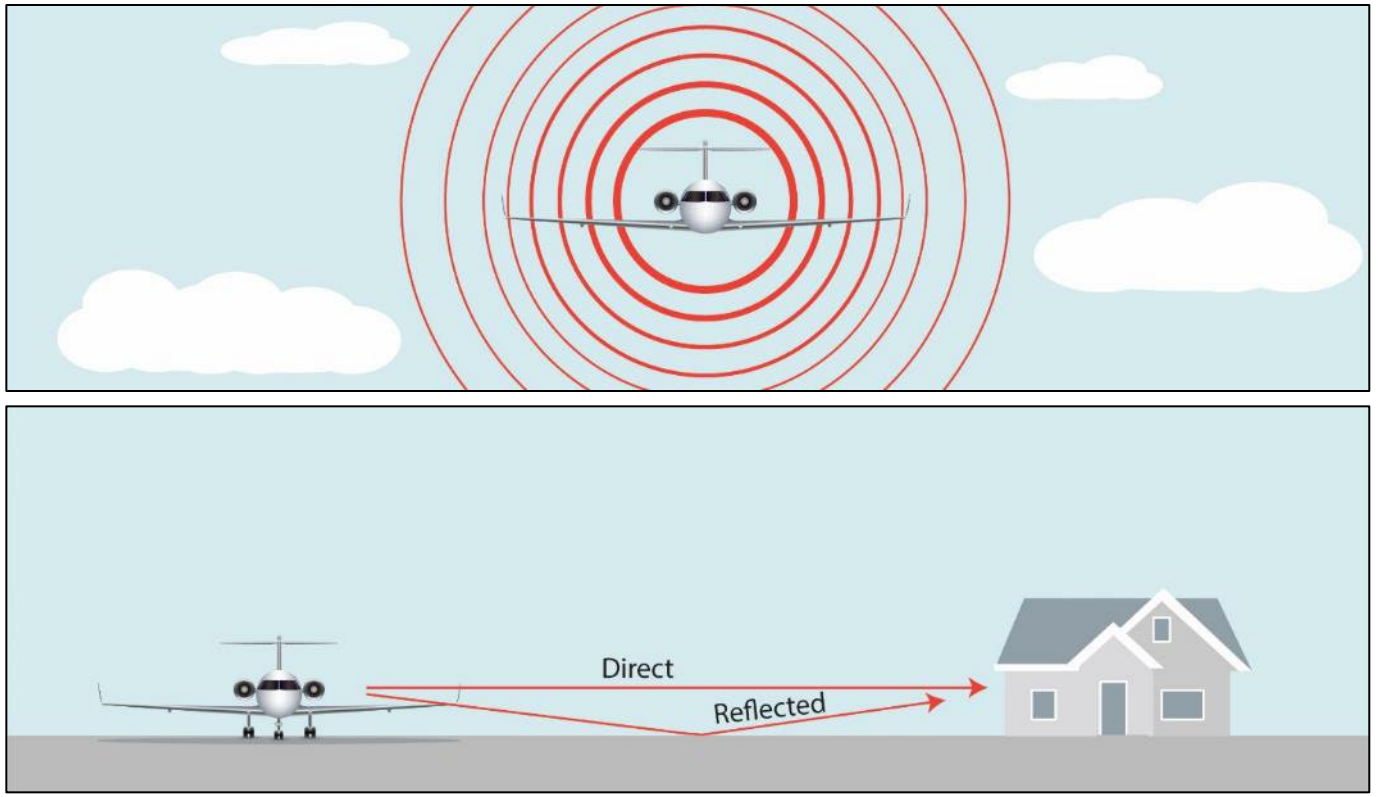
Sound Propagation

Spherical Spreading:

- Sound level decreases by 6 dB per doubling of distance
- Additional losses due to atmospheric absorption

Ground Effect:

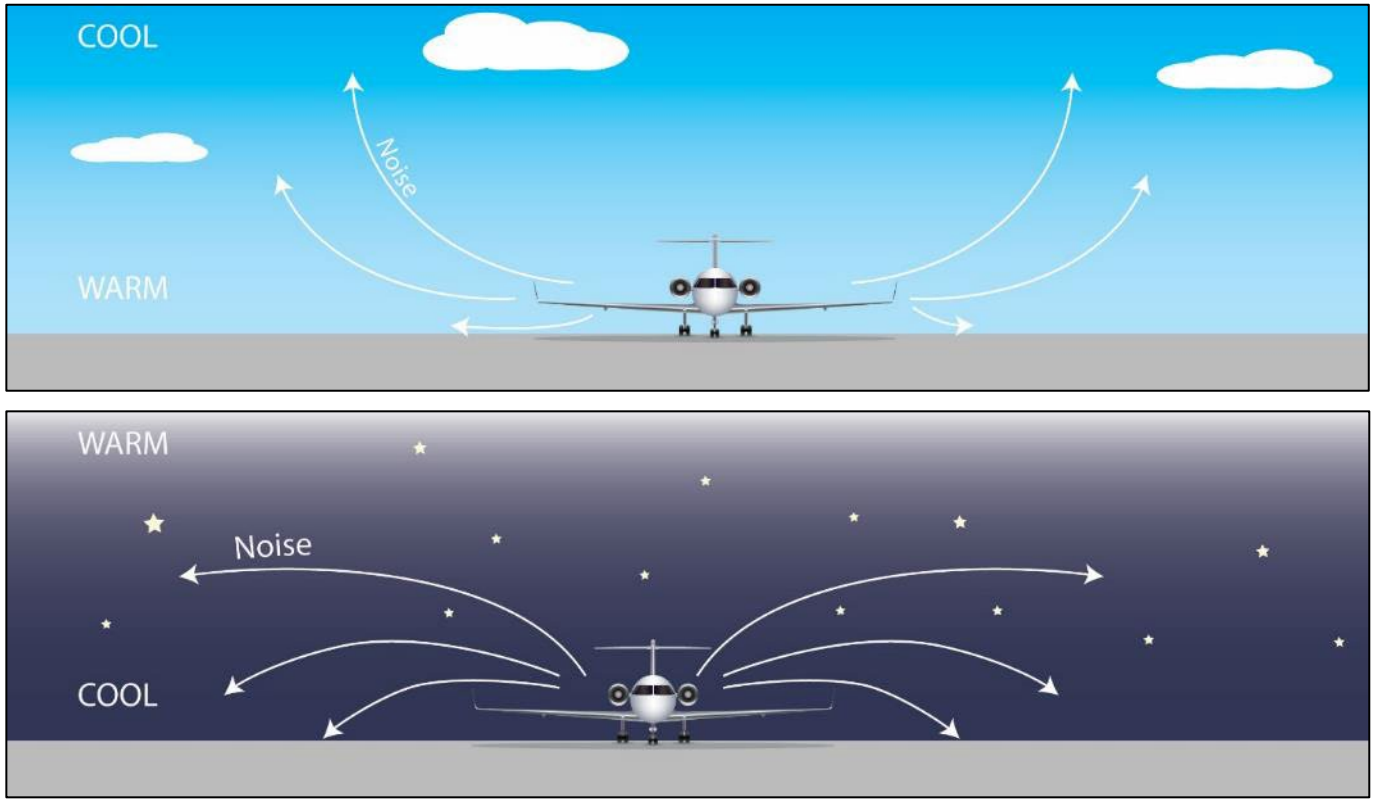
- Sound levels are lower when reflected off soft ground vs. hard ground



Sound Propagation

Refraction due to Temperature:

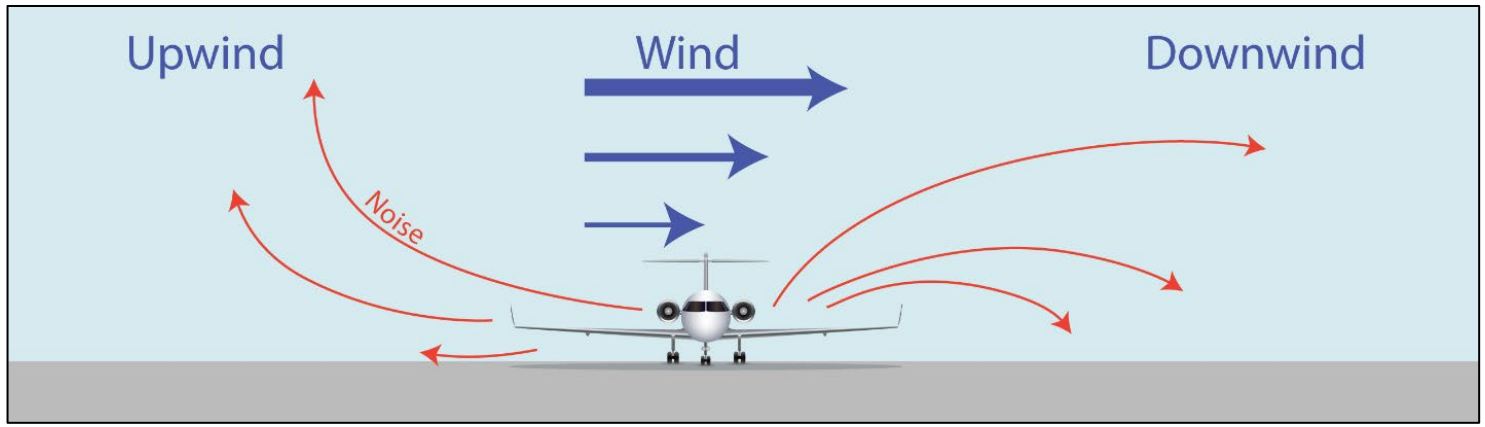
- Gradients in temperature cause the bending of sound paths
- Sound bends upward during a temperature lapse (cool air over warm)
- Sound bends downward during a temperature inversion (warm air over cool)



Sound Propagation

Refraction due to Wind:

- Gradients in wind speed cause the bending of sound paths
- Sound bends upward causing sound shadows in the upwind direction
- Sound bends downward increasing sound levels in the downwind direction
- Differences between upwind and downwind directions can be 20 dB



Effects of Wind on Aircraft Operations

Wind direction is important to aviation safety and efficiency

- Runway usage is often dependent on the wind direction as pilots prefer to takeoff and land into a headwind
  - A headwind creates natural airflow over the wings, increasing lift at lower ground speeds
  - Reduced ground speed increases efficiency and safety by creating more controlled flight
- Wind direction dictates how ATC will determine the primary runway for use in departures and arrivals

- Wind is measured in knots (kts) and based on the direction it is originating from, not moving towards on a 360° scale. For example, wind blowing from due west to due east would be considered a 270° wind direction.

Noise Measuring Vs. Noise Modeling

Measurements

- Provides historical noise levels as discrete points around the airport
  - Fixed site measurements provide longer term and a larger data set to use for analysis
  - Portable site measurements allow for more measurements to be conducted over a designated geographic area
- Showcases specific and distinct aircraft operations in the completed measurement period
- Difficult to attribute noise fully to aircraft operations
  - Picks up all noise disturbances around the monitoring site that exceed the designated threshold

Modeling

- Has the capacity to provide data for the present noise data while also allowing for providing forecasts for the future
  - Using FAA Tool AEDT 3g
- Generates sound levels from only the aircraft operations within the area
  - Unlike Measuring that takes in account of the community noise
- Uses a grid style of receptor points to measure and map the noise caused from the aircraft event to create a contour map showcasing the spread of noise within the area

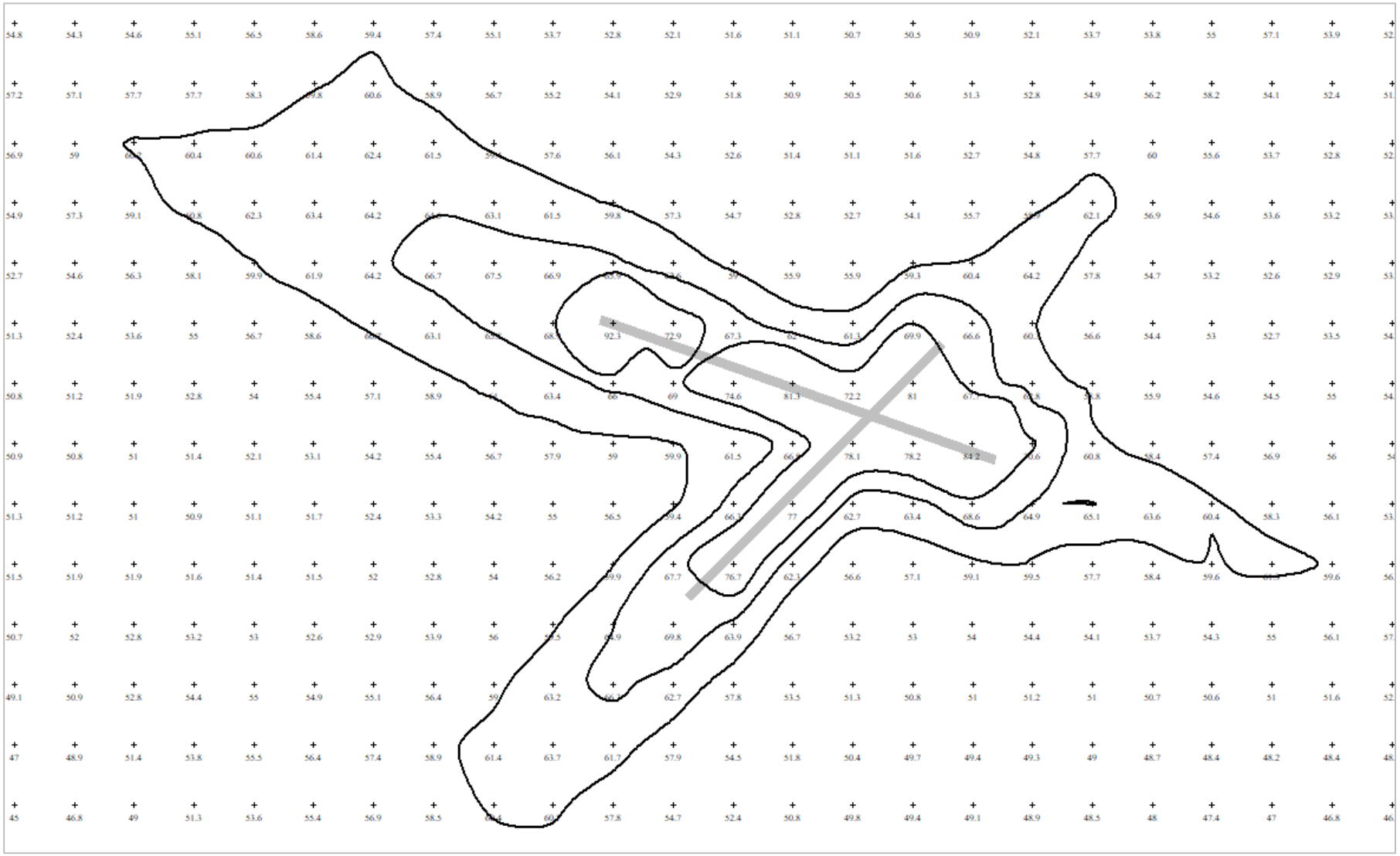
Noise Monitoring Options

Fixed Monitors

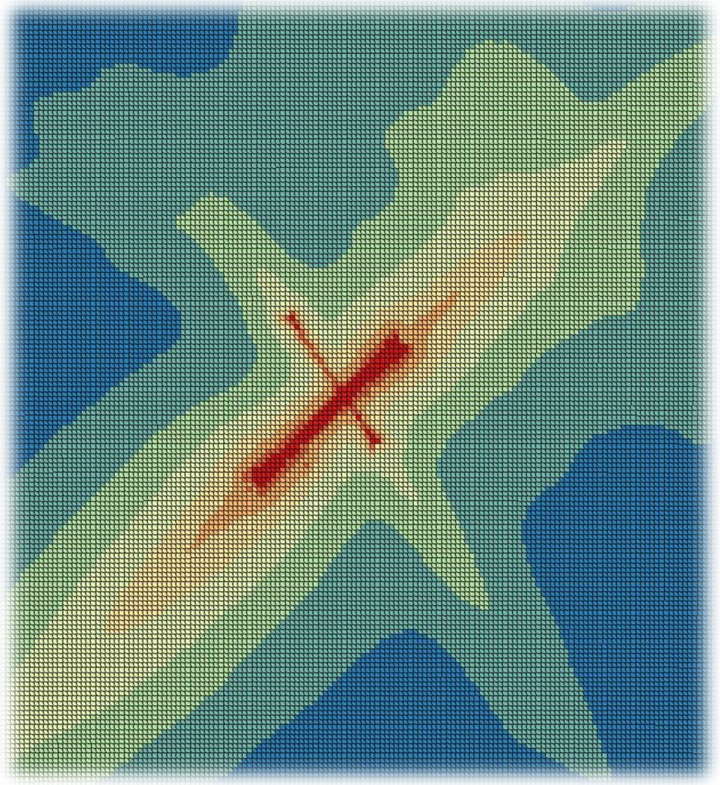
Portable Monitors

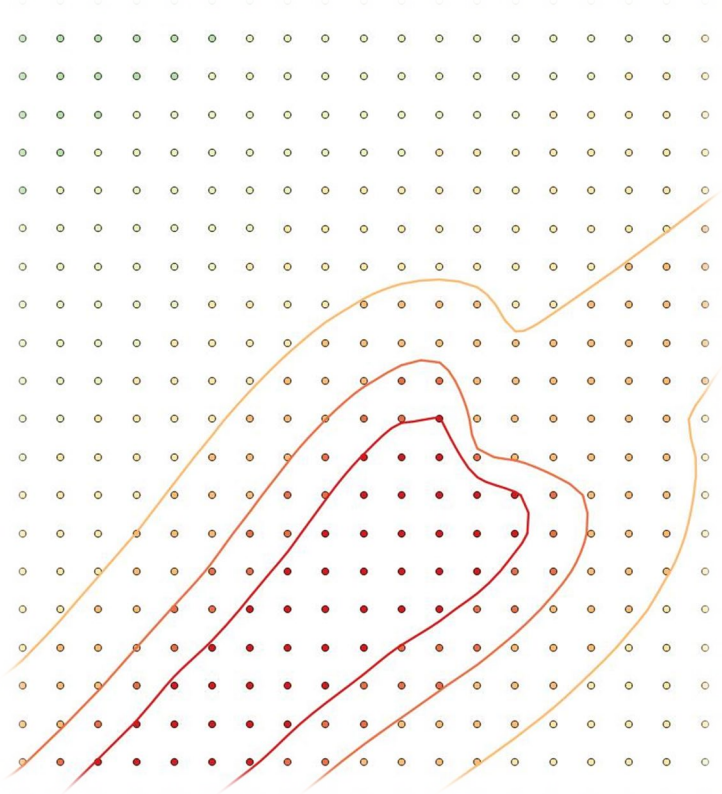
Most airport noise monitoring systems include both permanent and portable monitors.

Noise Contours are Lines of Equal Noise Exposure



AEDT Output

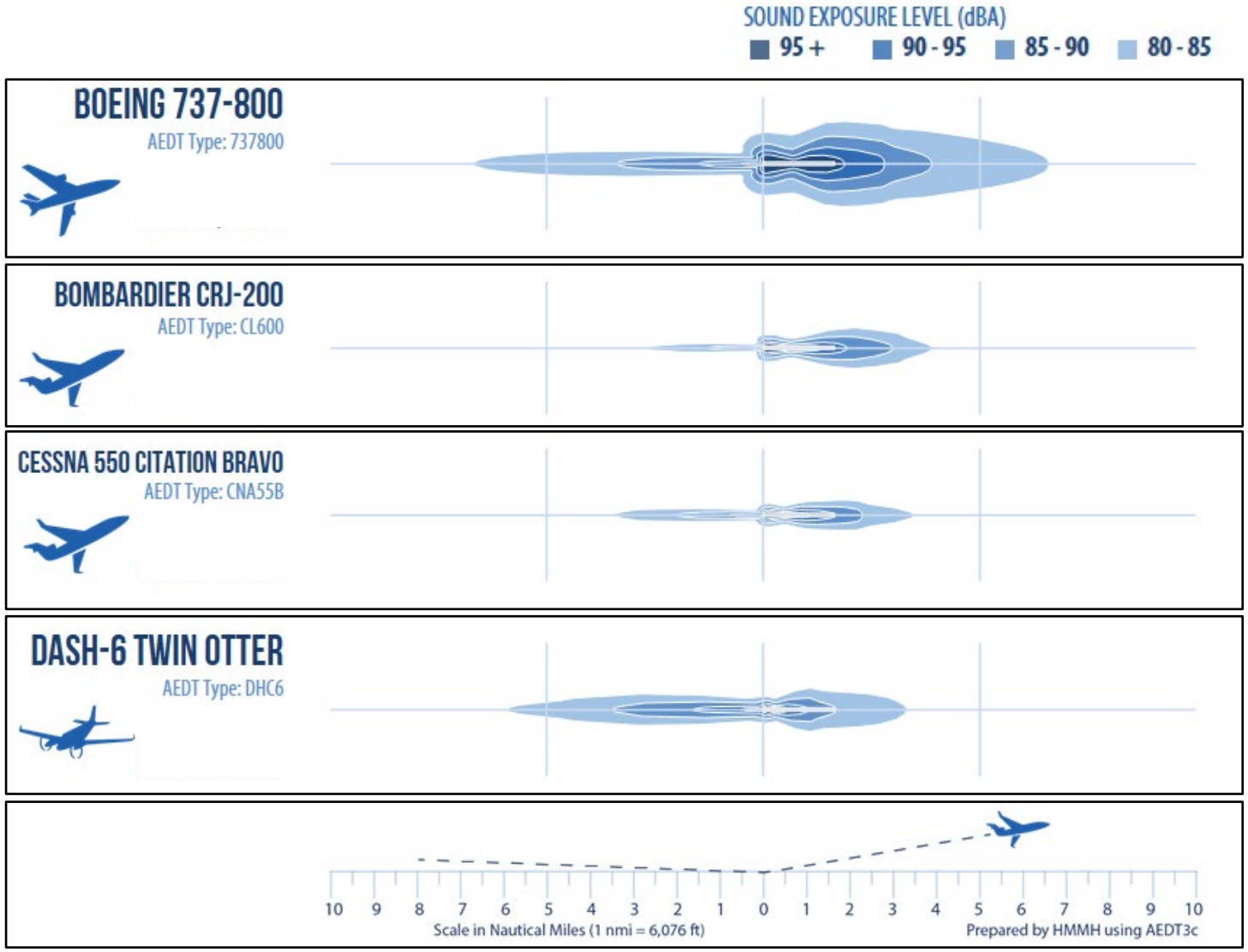




- **Contours**
  - DNL/CNEL
  - Single Event (SEL, Lmax)
- **Noise levels at specific points**
  - Detailed reports of noise contributors
- **Population impacts**
  - Requires population receptors

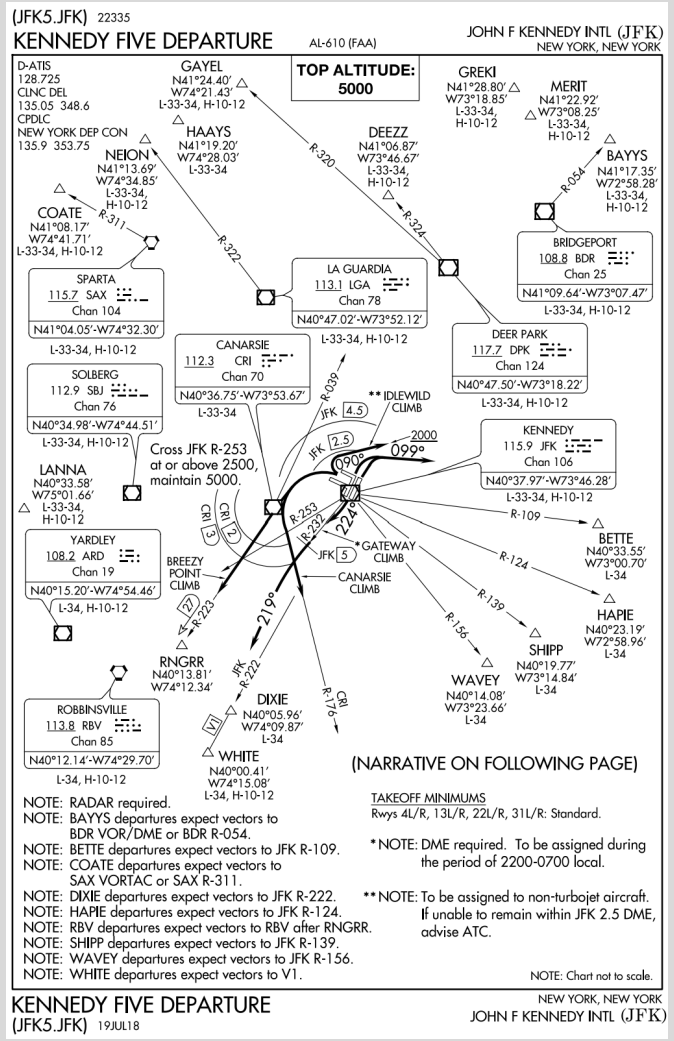
31

Sound Exposure Level (Single- Event) Contours



Procedure Implementation Process

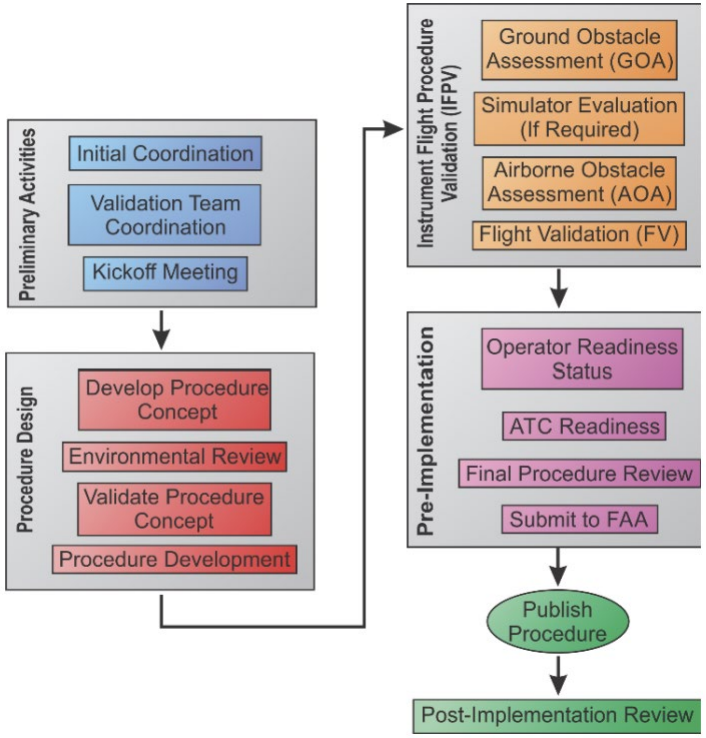
Procedure Implementation



The flight procedure development and implementation process will vary in steps and timeline based on the unique characteristics of the airport it serves and the complexity of the airspace that surrounds the airport. This process may take up to 5 years, based on previous experience.

Although the process may look a bit different at every airport, some steps remain consistent across all airports implementing new flight procedures.

Procedure Implementation



The figure to the left shows FAA's approved process flow for new procedure design and implementation. For our process, the steps for this project will be consistent with our previous flight procedure implementation projects and will include (but not limited to):

- Define the problem
- Identify and assess the current noise environment
- Coordinate amongst stakeholders
- Develop an idea for a new procedure and determine feasibility
- If feasible, create a detailed analysis of the procedure showing benefits
- Submit to FAA through IFP Gateway and await further coordination

THANK YOU

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)
SUMMARY OF MEETING
Hybrid Meeting
July 16, 2025, 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	
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
Mayor Jeffrey Lahullier	Borough of East Rutherford		X
Mayor Caseen Gaines	City of Hackensack		X
Mayor Ron Kistner – TANAAC Co-Chairperson	Borough of Hasbrouck Heights	X	
Mayor Mauro D. Raguseo	Borough of Little Ferry		X
Councilman John Brown	Borough of Maywood	X	
Councilwoman Karen Surak	Borough of Moonachie	X	
Mayor Adam MacNeill	Village of Ridgefield Park		X
Representative Roy Luyster	Township of Rochelle Park	X	
Representative Jim Linsalata	Borough of Rutherford	X	
Councilman William McKeever	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
Alejandra Cabrera, Noise Specialist Teterboro Airport	Teterboro Airport/Avports
Richard Heslin, Facilitator	TANAAC Facilitator
Diana Castino	Guest
Craig Fitzsimmons	Sony
Lois DiTommaso	Guest
Mary Ellen Stickel	Guest
Warren Feldman	Guest
John Wollerman	Guest

Attendance – On Line

Mary M. McCarthy, FAA Director – NYAPIO	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
Geovanni Molina, Aviation Noise Technical Specialist	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
Rhea Hanrahan, Director - Aviation Environmental & Sustainability	HMMH
Eugene Reindel, Vice President – Aviation Environmental & Sustainability	HMMH
Jason Stoddard, Airspace Analyst	HMMH
Dave Belastock	Teterboro Users Group (TUG)
Joseph Dickinson	Teterboro Users Group (TUG)
Alex Gertsen	National Business Aviation Association (NBAA)
Holly Stash	Signature Aviation
Christine Amirian	Guest
Melissa Andino	Guest
Dave Kingma	Guest
Liz Mikre	Guest

TANAAC – Meeting Summary
July 16, 2025 – 6PM
Hybrid Meeting
Teterboro Airport Manager's Conference Room – 90 Moonachie Avenue Teterboro
Virtual Meeting – Via Microsoft Teams

Welcome/Introduction

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

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

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

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

Operations Update

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

- *Stormwater Drainage System Rehabilitation Project 2025/2027* – This project involves the rehabilitation of stormwater drainage systems. Work will take place at various locations around the airfield with the purpose of improving the drainage swales and conveyance systems.

    - Hours of Work and Closures
        - Individual Runway Closures - Overnight (April 2025 - April 2027):
            - Weekdays 10:30PM to 6:30AM the following morning.
        - Individual Runway Closures – Weekends:
            - 38-hour closures – Friday 10:00PM to noon on Sunday.
    - Airport Weekend Closures:
            - 12-hour closures – Sunday 12:01AM to noon Sunday
                - August 3rd and August 10th – Scheduled 12 hour airport closure will take place.

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 proved an update on the status of the proposed abatement measures as summarized here:

- *Runway 1 published approach procedure.* The procedure publication date has been pushed back and is now anticipated to take place January 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.

- *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, expressed his concerns about the impact of the delay of the Runway 1 procedure and expressed his hope that the procedure will be expedited so that relief can be experienced by residents in the Borough of Rutherford.

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

Mr. Andino stated that he would have an update on this program for the TANAAC committee at the next meeting.

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

Mayor Kistner provided an update on the Runway 19 Approach Focus Group as summarized here:

Mayor Kistner reported that the recent Focus Group meeting went well. He acknowledged that Cathy Canestrino was no longer with the group following the changes in Hackensack leadership as a result of the recent elections. He went on to say that the group will meet monthly to continue with their efforts to see increased use of the Runway 19 Alternate Approach and will keep the TANAAC committee informed as they go forward.

Ms. Smith also encouraged TANAAC members who were interested in joining the Focus Group to let either herself or Mayor Kistner know.

At this point Mr. Heslin introduced *HMMH Consultants* to the TANAAC Committee.

The HMMH Team are leaders in environmental and transportation planning. HMMH recently completed the Part 150 Noise Compatibility Studies for both Newark and Teterboro Airports. HMMH will assist the Port Authority and TANAAC in identifying possible solutions to noise concerns expressed by TANAAC, analyze their impacts, and determine feasible solutions that can be submitted to the FAA.

The HMMH team members, Rhea Hanrahan, Gene Reindel and Jason Stoddard each introduced themselves and went on to provide a presentation called *Aircraft Noise 101,* which consisted of an overview on each of the topics of Aircraft Noise Regulations, Commonly Used Noise Terminology, Aircraft Noise Sources, Effects of Wind on Aircraft Operations and Noise Measurements vs Modeling.

***Comments by TANAAC Members**:*

John Brown, appointed TANAAC representative for the Borough of Maywood, commented that the public was not necessarily concerned about the sound level at any one point in time, but was more concerned about the reoccurrence of aircraft noise, meaning the constant drone of flights going over the same area for an extended period of time all day long. The problem, according to Mr. Brown, was the frequency of the flights that residents hear going over their homes and not necessarily isolated events of noise. He asked the HMMH consultants how they would be addressing that issue in their statistical models.

Ms. Hanrahan of HMMH responded that yes, they would be addressing this issue. She explained that calculation of the day/night average sound level takes into account the number of operations (the frequency of aircraft) at individual noise levels. They would also look at other metrics such as the number of times an aircraft went above a certain noise level threshold. This would allow for data on the actual lived experience of the number of times aircraft flew over a home versus only the mathematical noise energy calculations.

Mr. Brown asked if the impact to residents on the ground on the frequency of the constant drone of aircraft had been studied.

Ms. Hanrahan responded that the most recent survey about this was released by the FAA in 2021 and was called the Neighborhood Environmental Survey. This was a survey of the human impact of aircraft noise.

Mr. Heslin then turned the meeting over to Mike Fiscus, Assistant Manager at the Teterboro Airport Noise Office, who provided a report on Teterboro Airport Community Activity.

Mr. Fiscus provided a report on the *Teterboro Airport Community Benefit Fund (TACBF)* as summarized here:

The Teterboro Airport Community Benefit Fund was established in 1986 to support local graduating high school seniors pursuing careers in Aviation/Aerospace and other STEM disciplines. Since its inception it has been able to award more than $300,000 in scholarships to 287 students. Recent scholarships for 2025 were awarded to Janny Ramos of Ridgefield Park Jr/Sr High School, Luka Pozderski of Hasbrouck Heights High School, Thomas Cinque of Rutherford High School, Gianluca Mangano of Hackensack High School, Anika Antala of Secaucus High School, Lovepreet Singh of Wood-Ridge High School, Luis Ferrera of Bogota High School, Geogina Beirne of Bergen County Technical High School and Charles Groh of Becton Regional High School

Noise Office Airport Statistics Report (January – June 2025)

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

<u>Aircraft Movements - January to June 2025:</u>
The airport had 79,779 aircraft movements during the period of January to June 2025. Movements were down compared to prior years.

<u>Airport Nighttime Activity January to June 2025 (11:00PM to 6:00AM):</u>
We had a total of 4,237 nighttime movements between the hours of 11:00PM and 6:00AM). Nighttime movements made up 5.31% of aircraft movements.

<u>Noise Exceedance Violations January to June 2025</u>:
The airport issued 37 first time violations and 3 second time violations.

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

RMS 101 – (7th & Berry Street in Carlstadt) – 57.2 DNL (+0.1 increase)
RMS 102 – (Hamilton Street in Hasbrouck Heights) – 33.3 DNL (-2.5 decrease)
RMS 103 – (Prospect Ave – Hackensack) – 59.9 DNL (-2.9 decrease)
RMS 104 – (Park Street – Hackensack) – 50.1 DNL (-1.7 decrease)
RMS 105 – (Bogota High School) – 50.5 DNL (+0.1 increase)
RMS 106 – (Joseph Street – Moonachie) – 51.0 DNL (0.0 no change)

RNAV (GPS) X Runway 19 Offset approach Utilization – 2nd Quarter 2025

Runway 19 Arrivals: 24 Hours – Out of a total of 9,933 arrivals, 3 utilized the offset approach. This reflected an overall 24 hour usage of 0.03%.

Runway 19 Arrivals:(Nighttime) - 10:00PM – 7:00AM – Out of a total of 1,157 arrivals during nighttime hours, 2 utilized the offset approach. This reflected a usage of 0.17%.

Noise Complaints - January to June 2025:
Noise complaints have trended downward for the last few years. Overall, the airport received 29,616 noise complaints from 314 households. (15,455 of these complaints came from 15 callers.)

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 10,713 complaints from 4 households, Rutherford registered 1,142 complaints from 29 households, Hackensack registered 261 complaints from 16 households, South Hackensack registered 57 complaints from 2 households and Wood-Ridge registered 52 complaints from 9 households.

Noise Complaints – Regional Complaints –2nd Quarter (April to June) 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.

Open Discussion

Comments/Requests from TANAAC Members:

Roy Luyster, TANAAC Representative for Rochelle Park, commented on the "three strikes you are out" noise violation policy that Teterboro airport had. He explained that he made efforts to meet with Rochelle Park residents on an informal basis to educate them about noise abatement efforts at Teterboro airport. He also complimented the Teterboro ATCT staff on their continued good efforts in handling the complicated air space in this area.

Mr. Brown observed that the intent of the Runway 19 Offset Approach was to remove flights from over Hackensack University Medical Center. He observed that, after four years of data on the results of the approach, in his opinion the approach could be considered a failure. Pilot education efforts and outreach efforts had not had any impact on encouraging usage of this approach. He questioned if there was an alternate plan for going forward.

Ms. McCarthy replied that any plans going forward were "in the hands of TANAAC". She stated that pilots more familiar with the airport were a bit more comfortable flying the offset approach. Pilots who were not familiar with Teterboro airport were much more comfortable flying the ILS approach. During times of high complexity pilots also default to the ILS approach. In addition, the presence of the ABC Radio Tower, near the offset approach route, contributed to pilots not feeling comfortable enough to use the offset approach.

Mr. Brown observed that all this information was known prior to implementing the offset approach and should have been taken into account when developing the approach. He went on to say that at past TANAAC meetings he had expressed his opinion that the offset approach was destined to fail. He also mentioned that he had brought up the idea of slot restrictions at Teterboro airport and was told by the FAA that they could not do that here, however, he is aware that they allow these type of restrictions at Newark airport for safety reasons. He questioned if there was an alternate plan being considered since, in his opinion, the Runway 19 Offset Approach was a failure.

Ms. Smith, TANAAC co-chair and Teterboro Airport Manager, thanked Mr. Brown and Ms. McCarthy. Ms. Smith went on to asked for input from the Teterboro Airport Noise Office in this discussion.

Mr. Andino responded that they continue with efforts on engagement with the pilots and with the FAA on usage of the approach. A number of factors have impacted what could be done regarding the approach at the moment, such as ATC staffing limitations and equipment issues. Work has been underway with the FAA to try to have the offset approach advertised during daytime hours. TANAAC has also formed a separate working group to discuss the issue in more detail with the appropriate stakeholders. In addition, the HMMH consultant group recently hired will be tasked with looking at ways to identify other potential options that may be available to us going forward.

Mr. Heslin, TANAAC Facilitator, encouraged Mr. Brown to participate in the TANAAC Runway 19 Focus Group.

Mr. Brown finished by mentioning that the failure of the offset approach has created an opening for the involvement of towns further north of the airport.

Mr. Heslin mentioned that we want to hear from all towns impacted by aircraft noise.

Mayor. Ron Kistner encouraged Mr. Brown to contact him to become involved in the TANAAC Runway 19 Approach Focus Group.

Mr. Brown indicated his interest in joining the focus group and asked Mayor Kistner to email him with the details of the group's next meeting. He added that he was doing what he could to improve the situation and thanked Mr. Andino and Mr. Fiscus for all their help to him.

Mr. Luyster indicated that he would also like to become a member of the focus group.

Comments from Guests Present at the meeting:

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

MaryEllen Stickel, a resident of the Township of Washington, explained how she and some of her fellow residents were concerned about aircraft noise and traffic over the Pascack Valley area. They had formed their own group, called TANS, to address these issues. She agrees with Mr. Brown that the main issue is the frequency of the flights. She gave several examples of residents who had come to her with complaints about

aircraft noise. She was happy to hear that there would be a consultant firm working with TANAAC, but she wanted to make sure that they would be measuring the frequency of the flights as well as the noise levels.

Louis DiTommaso, a resident of Rutherford, mentioned that the aircraft over Rutherford had seemed to be a little less frequent lately. She felt this was because planes were not landing Runway 6 as much lately, but she felt they would be back, and this reduction would not last. She felt the reason given for the delay of the implementation of the Runway 1 approach of trees causing an obstruction needing to be trimmed, was not a very good reason to delay the implementation of the procedure. She was disappointed in this. She had a question for Mr. Andino directly, asking why certain planes were identified as "n/a" on her "Flight Tracker" app when she went to look up the flight information on real-time flights going over her area.

Diana Castino, a resident of Hackensack, said that she had just come to observe the meeting and was not prepared to speak.

John Wollerman, a resident of Wood-Ridge, expressed his concerns about the increase in aircraft and noise over Wood-Ridge. He went on to say that he has seen an increase in planes fly directly over his home with many of them turning directly over his house. He mentioned that this was not the case a few years ago and that it was not a way to live" especially when most of the planes only carry "two or three people".

Mr. Andino responded to Louis DiTommaso's question. He explained that most of the flights she was seeing on her Flight Tracker app that showed up as "n/a" were general aviation flights, and they do not always give permission for their flight information to be made publicly available. This is when "n/a" would appear.

CLOSING REMARKS

At this point, with no other questions/discussion brought before the committee Mayor Kistner thanked everyone for attending tonight's meeting and expressed his appreciation for the varied ideas presented and assured everyone the they would move forward to address issued brought up at the meeting. Sherri concurred with Mayor Kistner and was looking forward to the collaboration effort of the new consultant firm and TANAAC. She anticipates active engagement on these issues going forward as they make plans towards real solutions.

The next TANAAC meeting will take place on **Wednesday, October 22, 2025 at 6PM** in the Teterboro Airport Manager's Office Conference Room located at 90 Moonachie Avenue, Teterboro NJ.