

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)

SUMMARY OF MEETING

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

TANAAC Voting Members & Representatives

TANAAC Co-Chairpersons		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
Mayor Daniele Fede	Borough of Bogota	
Lucine Beylerian	Bergen County	X
Mayor Robert Zimmerman	Borough of Carlstadt	
Councilman George Cronk	Borough of East Rutherford	
Representative Marlene Somerville	City of Hackensack	X
Councilman George Muller	Borough of Little Ferry	
Representative John Brown	Borough of Maywood	X
Council Woman 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	
Mayor Luis Perdomo	Township of South Hackensack	
Mayor Mark J. Schwartz	Township of Teaneck	
Mayor John P. Watt	Borough of Teterboro	
Mayor Paul A. Sarlo	Borough of Wood-Ridge	

Attendees – In Person

Name	Organization
Scott Marsh, Teterboro Airport Manager, Operations and Security	Port Authority of NY&NJ
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
Dave Goncalves	Signature Aviation
Joe Ferriero	Guest
Gerry Cheripka	Guest
Abraham Manjikian	Guest
Eric Cheripka	Guest
Hardeep Deol	Guest
Frank Vitale	Guest
Lois DiTommaso	Guest
Matthew Dilovice	Guest
Mary Ellen Stickel	Guest
Frank Discipio	Guest
Wemao Tu	Guest

Attendance – Online

Mary McCarthy	FAA
Benjamin Thielen Community Engagement Specialist	FAA
Sandra Silva, Teterboro Airport Manager of Contract Services	Port Authority of NY & NJ
Juan Rojas, Community Relations Manager	Port Authority of NY & NJ
Adeel Yousuf, Manager Environmental and Noise Programs	Port Authority of NY & NJ
Ralph Tamburro, Airspace Modernization/Airport Delay Reduction Manager	Port Authority of NY & NJ
Jacob Attwood, Project Manager	Port Authority of NY & NJ
Jason Stoddard, Airspace Analyst	HMMH
Rhea Hanrahan	HMMH
Bradford Haberlin	Borough of Moonachie
Gary August	Guest
Liz Mikre	Guest
Marilyn Santiago	Guest
Matthew Murray	Guest

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

Welcome/Introduction

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

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

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

Mayor Ron Kistner, TANAAC Co-Chair welcomed everyone and provided a few opening remarks to the group. He drafted a letter to FAA as discussed in the prior TANAAC Executive Meeting regarding Runway 1 usage. He is in the process of obtaining comments from TANAAC members on the draft.

Sherri Smith, Manager, Teterboro Airport and TANAAC Co-Chairperson, welcomed TANAAC committee members and guests to the meeting and thanked everyone for the progress taking place.

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 by the end of July 2026.
 - The new beacon is being relocated to a site on the corner of Industrial Avenue and Malcom Avenue in Teterboro. This will have no impact on local communities.
 - Taxiway Q Rehabilitation
 - Survey and preparation work is presently being performed on the airfield. As a result, there are overnight closures of the taxiway taking place. There is minimum impact to airfield operations and the community as a result of this work. Construction will commence Summer 2027.
 - Various Airport Tenant Projects
 - Various tenant projects are underway.

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

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

Ms. McCarthy mentioned that nominations for the Aviation Noise Advisory Committee (ANAC) are open on the Federal Register under citation number is 91- Federal Register #42788 under the date July 10th. The deadline for applications is August 10th.

The link to the proper federal register site is below:

<https://www.federalregister.gov/documents/2026/07/10/2026-13935/aircraft-noise-advisory-committee>

At this point Mr. Heslin turned the meeting over to Mayor Ron Kistner for an update on Runway 1 Arrival Usage.

Draft Letter to FAA on Runway 1 Arrival Usage

Mayor Kistner provided an update on the status of the draft letter to the FAA on Runway 1 arrival usage as summarized here:

The letter has been drafted and has been provided to TANAAC executive members for review and comment. They are in the comment process now. Once the draft is finalized Mayor Kistner will meet with Ms. Smith and Mr. Andino prior to sending the final letter to the FAA.

List of Reliever Airports

At this point Mr. Andino provided information on reliever airports to address a question raised by a TANAAC committee member at the last meeting as summarized here:

Reliever Airports in northern New Jersey include Teterboro Airport, Morristown Airport, Monmouth Executive Airport (Belmar), Essex County Airport (Caldwell) and Linden Airport. The nearest New York reliever airport is Republic Airport (Farmingdale).

There are a few Commercial Service Airports that have a large General Aviation presence, including Westchester County Airport (White Plains, NY), New York Stewart International Airport (Newburgh, NY) and Long Island MacArthur Airport (Islip, NY).

Questions/Discussion:

Representative Marlene Somerville, City of Hackensack, inquired about the usage (arrivals/departures) numbers at these reliever airports and wanted to know if it was similar to Teterboro's level of traffic. Mr. Andino did not have statistics for these airports on hand, but indicated that these airports serve high traffic volumes, though most do not have the same level of business jet traffic as Teterboro.. Mr. Andino went on to say that Teterboro's traffic volume is a direct result of its proximity to NYC.

Representative John Brown, Borough of Maywood, thanked Mr. Andino for providing this information in response to his inquiry at the last TANAAC meeting. He went on to say he wanted to determine if some of TEB's traffic could be offloaded to those other reliever airports to share the traffic burden. Mr. Andino said we could not influence that at the airport level as airport usage is determined by customers who choose to utilize Teterboro Airport. Mr. Brown then asked if Air Traffic Control (ATC) could redirect aircraft to other airports instead of TEB. Ms. McCarthy went on to say that ATC operators do not force aircraft operators to a different airport for arrival unless the arriving airport has some type of issue that would make the airport unavailable or unsafe for landing at that time.

Mr. Brown said he remembered a hearing about an airport in the United States that redirected flights at will. He wanted to know if it was done at that other airport, why it could not be done here at Teterboro.

Ms. McCarthy stated that she was not aware of the details of the airport he referred to and was unaware of this type of exception at any airport, thus she could not comment.

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

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

HMMH Consultant Update

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 the complexity of airspace in the region, limited options are available.

PANYNJ & HMMH previously briefed TANAAC on four TEB noise abatement procedure concepts.

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).

In Process:

On June 11th these concepts were provided to the FAA for initial technical and operational review. The Submission included two proposed modifications to existing Runway 19 approaches, and two new technical concepts. The FAA review is a necessary step before any concepts can advance. The concepts remain in the preliminary stage and should not be interpreted as FAA-approved or scheduled for implementation.

Summary of FAA Coordination Meeting:

On April 16th PANYNJ & HMMH met virtually with the FAA. Participants included FAA Air Traffic representatives, Philadelphia TRACON, FAA NY Area Program Integration Office and TEB Tower representatives. The purpose of the meeting was to brief the FAA on the TEB concepts, their noise abatement purpose and the general design approach. The FAA was open to further review and did not identify any immediate fatal flaws during the meeting. The FAA agreed to review the TARGETS procedure files to evaluate the concepts in more detail.

Challenges to Implementation:

TEB operates in one of the most complex airspace environments in the country. TEB traffic is closely coordinated with traffic arriving and departing EWR, LGA and JFK. Any procedure change or implementation for TEB must also be evaluated for interactions with nearby arrival and departures flows. The FAA must consider controller workload, aircraft performance, pilot acceptance, and overall safety.

Schedule and FAA Safety Focus:

The FAA cannot commit to a specific review, approval or implementation schedule at this time. The FAA currently has several higher-priority operational matters to address. In light of recent airspace and air traffic events, the FAA is primarily focused on safety and operational stability. The FAA retains final authority over instrument flight procedure review, approval and implementation.

Next Steps:

- Continued coordination with the FAA as it reviews the submission provided to them on June 11th.
- Evaluate the FAA feedback to determine which concepts should advance, be revised, or be removed from further consideration.
- Evaluate whether additional pilot outreach is needed, particularly for offset approach concepts.
- Continue to update TANAAC as the FAA reviews progress.

Key Takeaways:

- Progress has been made: the TEB concepts have been briefed to the FAA and submitted for a more detailed review.
- The FAA did not identify any immediate fatal flaws.
- Noise abatement remains the objective, but safety and operational feasibility will determine whether a concept can advance.

Questions/Comments

Mayor Ron Kistner asked about the time frame for the FAA to provide information on this. Mr. Stoddard replied that this was a long process but that he hoped to hear back from the FAA within the next few months or at latest for the next TANAAC meeting.

Mr. John Brown questioned pilot acceptance and the history that was already available on this. Mr. Brown said that the past Runway 19 alternate approach failed and feedback on it was that pilots did not like to alter their normal straight in path. He felt that obtaining pilot acceptance for any other alternate route would be tough. Mr. Stoddard replied that he was aware of this, however, this was why they amended the current procedure to reduce the offset angle and make the straight-in portion of the approach start a little further out from the airport. They have seen positive results on similar approaches with other airports.

At this point Mr. Heslin turned the meeting over to Mr. Andino who provided an update on the Teterboro Airport Fly Quiet Program.

Mr. Andino provided an update of the Teterboro Airport (TEB) Fly Quiet Program update as summarized here:

Teterboro Airport Fly Quiet Program Update

Existing Program:

- **Mandatory Noise Limits** – Noise Limits for departing aircraft at Teterboro were established in 1987. Aircraft with three noise violations are subject to being banned from arriving at Teterboro airport. These limits are grandfathered for Teterboro airport and are not allowed at any other airports in the nation.
- **Voluntary Measures** – Aircraft operators departing Teterboro are requested to restrict/limit non-essential operations between the hours of 11:00PM and 6:00AM. These are referred to as the “Quiet Hours” and are an important part of the existing program at Teterboro. In addition, aircraft operators are also encouraged to use preferred noise abatement runways and flight procedures during these times.
- **Part 150 Noise Compatibility Plan Measures** – Included the establishment of new ‘Fly Quiet’ programs at JFK, LGA and EWR and the enhancement and updating of the existing Noise Program at Teterboro Airport (TEB).
- **Teterboro Airport Good Neighbor Awards** – Are awarded to operators who follow the two criteria of *having no departure noise level violations* and also have *no Quiet Hours flights*. Most Teterboro Airport Good Neighbor Award recipients in the past have been those operators with relatively few annual flights.

Goals for an Updated Fly Quiet Program at Teterboro Airport:

- Encourage better performance and increased engagement between the airport and aircraft operators.
- Create opportunities for operators to review current data and assess their performance.
- Add new awards that expand to all operators, especially those with the most flights.

Approach to Achieving These Goals:

- Maintain all elements of existing Teterboro Airport Fly Quiet Program.

- Continue with the Good Neighbor Award Program.
- Create opportunities for expanded awards.
- Add a dashboard scoring system for operators to track their progress.

Updated Fly Quiet Program Elements: (Point System – Max achievable 100 points with potential for 10 Extra bonus points.)

- Noise Level Violations – Already part of existing program. (New piece) Operators will all begin with 50 points. One point will be deducted per warning issued, three points will be deducted for first violation, and five points will be deducted for second violation, per aircraft.
- Quiet Hours Operations – Already part of existing program. (New piece) An opportunity will be available for operators to “Earn back” points when flying at night by using preferential runways and/or procedures. (Preferential Runways are Runway 19 for departures and Runway 1 for arrivals.). Based on percentage of operations from 11PM-6AM. Operators have the opportunity to earn 25 points if no flights take place during the “Quiet Hours”. Zero points will be earned if 50% of flights are during “Quiet Hours”. Operators can earn back a fraction of their points for requesting use of Preferential Runways during this time.
- Fleet Noise Quality – (New element) Encourage more modern quieter aircraft. Track operators score based on operator’s fleet mix of aircraft flying at TEB. Higher scores would be applied for quieter aircraft. Operators have the opportunity to earn 10 points based on noise stage rating of each aircraft. This would be weighted by the number of operations.
- Engagement – Operators have the opportunity to earn 15 points split across multiple categories;
 - Meeting participation (Fly Quiet Program Focus Group, TUG, TAANAC) – points accumulated quarterly.
 - Dashboard site login – points accumulated quarterly.
 - Pilot training and outreach to the TEB Noise Abatement Office – points accumulated annually.
 - Noise Abatement Departure Procedure (NADP) use – Usage of these procedures would be self-reported by operators. Points accumulated annually.
 - Sustainability including participation in NBAA’s sustainability program – points accumulated annually.
- Bonus points – Fleet Operations – (New element) – Earn 5 bonus points if ALL operations are by Stage 5+ aircraft.
- Bonus Points – Quiet Hours Operations – (New element) – Earn 5 bonus points if operators have ZERO Quiet Hours flights.

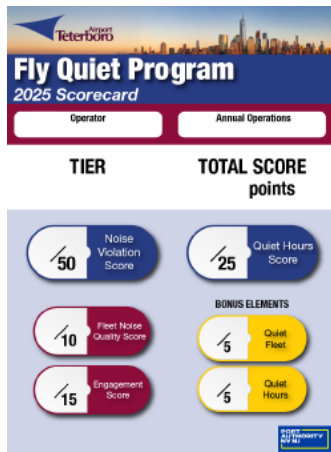
Awards Scoring and Scorecards:

Good Neighbor Awards rankings will be divided into three tiers based on the number of annual movements. The highest scoring operators within each tier will receive Gold and Silver Good Neighbor Awards. *All operators will receive a year end score card summarizing their year-end Fly Quiet Program (FQP) performance.*

Awards Chart:

Tier Name	TEB Annual Operations	Gold Award	Silver Award	No Award
Tier 1	Over 1,000	Greater than 90 points	85-90 points	Less than 85 points
Teir 2	365-1,000	Greater than 90 points	85-90 points	Less than 85 points
Teir 3	100-365	Greater than 90 points	85-90 points	Less than 85 points

Fly Quiet Program Scoreboard:



2025 Fly Quiet Program Award Winners:

Tier 1 – Gold Award Winner	Tier 1 –Silver Award Winner	Tier 2 – Gold Award Winner	Tier 2 – Silver Award Winner	Tier 3 – Gold Award Winner	Tier – Silver Award Winner
No award	Jet Linx Aircraft Services Group	No award	No award	White Mountains Capital JSX Melman Aviation	SoFar Thoroughbred II LLC Trident Aircraft Waltzing Matilda Aviation Innotech – Exeaire Aviation Group Act Two Inc. Fairwind Air Charter SC Aviation PAM Jets

Questions/Discussion

Some general questions were brought up about keeping operators informed of their progress throughout the year. Mr. Andino clarified that operators can look at the dashboard to track their progress and everyone will receive a scorecard at the end of the year.

Marlene Sommerville asked if there was any way to change the voluntary Fly Quiet Hours to make it a mandatory requirement instead of voluntary. Mr. Andino replied that making it mandatory would be against current FAA regulations and was therefore not allowable under Federal law, without undergoing a lengthy review process. Although the FAA does provide airports an opportunity to request implementing these type of mandatory restrictions, actual approval is unlikely given FAA’s strict criteria. However, TEB is allowed to have the noise restrictions that allow aircraft to be banned from using the airport if they violate the noise

limits three times, but this restriction was put in place in the 1987 prior to changes made in federal law in 1990. Because of this TEB was allowed to be grandfathered in and keep their restriction in place.

At this point Mr. Heslin turned the meeting over to Mr. Michael Fiscus for a report on the recent 2026 Teterboro Airport Community Benefit Fund Awards.

Teterboro Airport Community Benefit Fund Award Winners

Mr. Fiscus announced the winners of the Teterboro Airport Community Benefit Fund as summarized here:

Scholarships were awarded to the following students:

Valeria Cardenas Rendon – Becton Regional High School
Iva Dimitroski – Bergen County Technical High School
Matthew Caratt – Bogota Jr./Sr. High School
Devon Warrick – Hackensack High School
Giuliana Terranova – Hasbrouck Heights High School
Elisha Mateo – Ridgefield Park Jr./Sr. High School
Ayam Chauhan – Rutherford High School
Adam Ghatas – Secaucus High School
Mohamed Badr – Teaneck High School
Joseph Petruno – Wood-Ridge Jr./Sr. High School

Noise Office Airport Statistics Report (Half Year 2026 – January to June 2026)

Mr. Heslin turned the meeting over to Mr. Michael Fiscus for the Half Year 2026 Statistical Report.

Mr. Fiscus continued the meeting with the next item on the agenda which was a *Noise Office Statistics Report* for the period January to June 2026 as summarized here:

Aircraft Movements:

The airport had 88,953 aircraft movements during the period of January 1st to June 30th 2026. Movements were up 11.5% compared to last year.

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

We had a total of 4,953 nighttime movements between the hours of 11:00PM and 6:00AM. Nighttime movements made up 5.57% of total aircraft movements.

Noise Exceedance Violations:

The airport issued 24 first time violations and second time violations.

Runway Utilization:

The majority of arrivals utilized Runway 19 with 20,982 arrivals using this Runway, which is 48.58% of flights. The majority of departures utilized Runway 24 with 24,862 departures using this Runway, which is 59.91% of flights.

The southern helicopter route to and from Manhattan continues to be the most utilized route with 992 arrivals (76.96%) and 1,038 departures (80.47%) using this route.

TEB Runway Use North Flow Operations:

During “North Flow” operations, aircraft will utilize Runway 1 and Runway 6 for takeoff and landing. In the first half of 2026, the airport was in North Flow approximately *38% of the time*. Use of Runway 1 for arrivals was driven primarily by wind conditions and occasional closures of Runway 6 for maintenance. Use of the Runway 1 RNAV approach procedure began in late February.

Monthly North Flow Arrival Runway Use January – June 2026
--

Month	Runway 1 Arrivals	Percentage (%)	Runway 6 Arrivals	Percentage (%)
January 2026	90	9%	871	91%
February 2026	561	18%	2611	82%
March 2026	266	9%	2563	91%
April 2026	645	20%	2530	80%
May 2026	573	19%	2515	81%
June 2026	681	28%	1788	72%

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

RMS 101

(7th & Berry Street in Carlstadt)

2025 – 57.9

2026-57.8

2025/2026 - (-0.1)

RMS 102

(Hamilton Street in Hasbrouck Heights)

2025-48.3

2026-46.5

2025/2026 - (-1.8)

RMS 103

(Prospect Ave – Hackensack)

2025-60.9

2026-62.4

2025/2026 - +1.5

RMS 104

(Park Street – Hackensack)

2025-52.0

2026-52.6

2025/2026 - +0.6

RMS 105

(Bogota High School)

2025-50.7

2026-49.5

2025/2026 - (-1.2)

RMS 106

(Joseph Street – Moonachie)

2025-52.8

2026-N/A (Site should be back online shortly.)

2025/2026 - N/A

Noise Complaints:

The airport received 29,616 noise complaints from 221 households.

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

Maywood registered 7,072 complaints from 4 households, Rutherford registered 2,453 complaints from 17 households, Hackensack registered 236 complaints from 11 households, Wood-Ridge registered 185 complaints from 8 households, and South Hackensack registered 84 complaints from 3 households.

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

Newark had 7,988 complaints from 2 households, Tenafly with 2,820 complaints from 4 households, , Branchburg with 1,293 complaints from 1 household, Morristown with 1,083 complaints from 1 household Cresskill with 970 complaints from 3 households, and Upper Saddle River with 824 complaints from 6 households.

Noise Complaints – Regional Complaints:

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

Questions/Comments

Marlene Sommerville questions if the uptick in movements was due to the FIFA World Cup activity. Mr. Fiscus said that, yes, this did have an impact to a degree. Mayor Kistner looked at the numbers from prior years and agreed. Ms. Sherri Smith said that the FIFA World Cup was a part of it, but increases were also could be attributed to the economy doing reasonably well and an uptick in business travel.

Open Discussion

Comments/Requests from TANAAC Members:

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

TANAAC members had no additional comments.

Comments from guests present at the meeting:

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

Ms. MaryEllen Stickle from Township of Washington & TANS, asked if the Good Neighbor Awards were for departures only. Mr. Andino replied that it was for all movements and both arrivals and departures were included.

She went on to follow up to a comment by Representative John Brown of Maywood earlier in the meeting regarding pilot choice whether or not to use the Route 17 alternate approach by saying that she assumed HMMH was aware of the past situation in that pilots normally did not choose the alternate path. In addition, she asked if Ms. McCarthy was invited to attend the FAA coordination meetings by HMMH. Ms. McCarthy replied that she did attend some of the HMMH meetings and that she had been invited.

Ms. Stickle finished by saying that in addition to noise pollution, TANS was concerned about a proposal to fill in 11 acres of the Meadowlands wetlands area to be used for aircraft parking and hangar space at Teterboro airport which would threaten the home ecosystem of many threatened and endangered species in the area and threaten the integrity of downstream waterways. She asked if TANAAC members were invited to the June 17th Teterboro Facilities Redevelopment Project Public Information Session. Ms. Sherri Smith confirmed that TANAAC members were invited to the session.

The third registered guest was Eric Cheripka of Paramus. He mentioned his concerns about aircraft subjecting residents to high concentrations of Ultrafine Particles (UFPs). He expressed his concerns about the health issues of these UFPs on residents. He went on to say that aircraft operations subjected residents to unrelenting noise that was detrimental to the lives of residents. He finished by summarizing three key remediation paths for going forward, (1) to provide transparency and data around UFPs in the Bergen County area, (2) to reduce the noise pollution by utilizing the Route 17 corridor approach, and (3) to enforce the nighttime curfew.

Joseph Ferriero of Hackensack asked the TANAAC community to heavily lobby and pressure the FAA to allow for reduced arrivals to Runway 19. He wanted to know what could be done other than asking the pilots to voluntarily use the Route 17 Alternate approach to reduce the arrivals to Runway 19. He also wanted to know what could be done to share or spread out the arrivals over other communities and reduce the burden over Hackensack and what was being done to address this issue.

Ms. Lois DiTommaso resident of Rutherford mentioned the offset approach from the south that was discussed by the HMMH consultant during his presentation. She mentioned that about six or seven years ago, a resident of Rutherford presented this concept to TANAAC, and the FAA said they would create a Runway 1 approach instead. She is still waiting and becoming upset with delays on the implementation of this Runway 1 approach. She was upset that there is always some excuse for the delay. She asked that the FAA please do something to make the approach happen. The constant noise is an issue for residents' quality of life in that area. In addition, she said that the aircraft noise was particularly bad at night when residents were trying to sleep.

Mr. Frank Discipio of Paramus, spoke about the Runway 19 approach and was concerned about the 50,000 arrivals that would take place this year. This was excessive to come in at a narrow path on a low altitude. He felt Teterboro was becoming a de-facto commercial airport, and it was his opinion that the airport was violating the Rothman-sponsored legislation that was put forth several years ago. He went on to say that it was evident that you can book a ticket into and out of Teterboro (as he said he has done before) to depart at a scheduled date and time and it becomes a legal interpretation as to whether or not Teterboro is in fact a Commercial Airport. He continued by asking the question, how many arrivals and departures can we allow before there is a limitation. He closed by questioning whether Teterboro fit the definition of a commercial airport.

TANAAC Response:

Mr. Heslin responded to Ms. DiTommaso to clarify that a letter is being worked on to be sent to the FAA to encourage them to utilize Runway 1 more frequently for landing aircraft . He went on to say that TANAAC is trying to do something about all the concerns of everyone in the room.

Ms. Sommerville went on to say that the City of Hackensack is also drafting a letter or resolution to the FAA for the Runway 19 matter as well.

Mr. Kistner thanked Mr. Heslin for his assistance to the TANAAC committee.

Mr. Fiscus called for a moment of silence in memory of long time TANAAC member and former co-chair Paul Griffo who passed away recently.

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, October 21, 2026 in the Teterboro Airport Manager's Office Conference Room located at 90 Moonachie Avenue, Teterboro NJ.