

TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)

SUMMARY OF MEETING

**Virtual Meeting
October 30, 2024, 6:00PM
ATTENDANCE**

TANAAC Voting Members & Representatives

TANAAC Co-Chairpersons		Present	Not Present
TANAAC Co-Chairperson, Borough of East Rutherford, Paul J Griffo	Borough of Rutherford	X	
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
Councilmember George Cronk	Borough of East Rutherford	X	
Deputy Mayor Kathy Canestrino	City of Hackensack	X	
Mayor Ron Kistner	Borough of Hasbrouck Heights	X	
Mayor Mauro Raguseo	Borough of Little Ferry		X
Councilmember Sam Conoscenti	Borough of Maywood	X	
Mayor Dennis Vaccaro	Borough of Moonachie		X
Commissioner Wanda Portorreal	Village of Ridgefield Park	X	
Mayor Vencent Bessetti	Township of Rochelle Park		X
Mayor Michael Gonnelli	Town of Secaucus		X
Mayor Yris Encarnacion	Township of South Hackensack		X
Mayor Michael Pagan	Township of Teaneck		X
Mayor John P. Watt	Borough of Teterboro		X
Mayor Paul Sarlo	Borough of Wood-Ridge		X

Attendees

Name	Organization
Scott Marsh, Manager Operations & Security Teterboro Airport	Port Authority of NY & NJ
Aidan O'Donnell, Manager New Jersey Airports	Port Authority of NY & NJ
Juan Rojas, Senior External Relations Client Manager	Port Authority of NY & NJ
Ralph Tamburro, Project Manager Aviation	Port Authority of NY & NJ
Kathryn Lamond, Manager Aviation Environmental Programs	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
Alejandra Cabrera, Noise Specialist Teterboro Airport	Teterboro Airport/Avports
John Kastens, Manager, Airport Services Teterboro Airport	Teterboro Airport/Avports
Mary McCarthy, Director - NYAPIO	FAA
Benjamin Thielen	FAA
John Esposito	Signature Aviation
Christine Amirian	Guest
Gary August	Guest
David Belastock	Guest
John Brown	Guest
Jerry Careccio	Guest
Mario Cotumaccio	Guest
Lois Ditommaso	Guest
Courtney Easton	Guest – Corporate Angel Network
Warren Feldman	Guest – TANS2
Bradford Haberman	Guest
Audrey Herget	Guest – TANS2
Gregory Hoffman	Guest
Dave Kingma	Guest
Jim Linsalata	Guest
Liz Mikre	Guest – TANS2
Matthew Murray	Guest
Lynn Paulison	Guest
Ted Preusch	Guest
Mary Ellen Stickel	Guest – TANS2
Sullivan Vin	Guest
Ofer Zinger	Guest
Mary S	Guest
Tim	Guest
201-***-5806	Guest
201-***-2395	Guest
201-***-7135	Guest
201-***-7135	Guest
201-***-3167	Guest

**TANAAC Meeting
Teterboro Airport
October 30, 2024 – 6PM
Virtual Meeting
Summary**

Paul Griffo, TANAAC Co-Chair, opened the meeting and welcomed committee members and guests.

Mr. Griffo introduced Sherri L. Smith, new Manager of Teterboro Airport and TANAAC Co-Chair.

Ms. Smith introduced herself and welcomed everyone to the meeting and conducted a roll call attendance of TANAAC members present during tonight's meeting.

At this point Ms. Smith turned the meeting to Mr. Griffo who presented a brief overview of TANAAC as summarized here:

TANAAC was formed as a community group on February 26, 1987 to address noise generated by jet aircraft departing and arriving at Teterboro Airport, especially at night. The main purpose of the committee is to establish a meaningful dialogue between the airport community and residential communities within a 5-mile radius of the Airport with the goal of enhancing the quality of life for residents in those areas. TANAAC is comprised of Mayors or their representatives from towns within a 5-mile radius of the airport, Bergen County Executive and Board of Commissioners chairperson, member of the aviation community, the Airport Manager, FAA Tower Manager, fixed base operators and heads of corporate flight departments. Each member town has one vote on the committee and the Airport Manager only votes in the case of a tie. The general public may attend as observers of the process.

TANAAC by-laws are available online at: <https://aircraftnoise.panynj.gov/tanaac-by-laws/>

Ms. Smith reviewed the agenda for tonight's meeting. She informed the TANAAC members and guests present that a vote of the TANAAC committee members would take place during the final portion of the meeting and the general public would be asked to exit the meeting at that time so that this vote could take place. She asked that during the open discussion period of the meeting everyone please keep questions and comments to under 3 minutes to allow everyone time to speak and be heard. During open discussion comments/questions will be taken from TANAAC members first then, as time allows, from members of the general public present at the meeting.

At this point the meeting proceeded with Mr. Scott Marsh, Teterboro Airport Manager, Security and Operations providing an update on airport operations as summarized here:

Mr. Marsh provided details on construction projects at the Airport as follows:

- *FAA - Construction of new FAA Air Traffic Control Tower* – The new FAA ATCT is in full operation. FAA staff transitioned from the old tower to the new tower on October 20, 2024.
- *Runway 1/19 Rehabilitation Project 2024/2025* – This project involves the rehabilitation of Runway 1/19. Weekly closures of Runway 1/19 continue to take place on a nightly basis between the hours of 10PM and 7AM. Weekend closures continue to take place from 10PM Friday night through 12PM on Sunday. The majority of work is anticipated to continue over the next few weeks and be

completed around Thanksgiving, although some ongoing work will continue until early next year. The majority of runway closures should be complete around Thanksgiving.

At this point Ms. Smith turned the meeting over to Ms. Mary McCarthy, FAA Director, New York Area Program Integration Office, for her updates as summarized here:

New Air Traffic Control Tower - Air traffic control staff transitioned to the new ATCT on October 20th. All went very well. The new tower is 165 feet tall and provides a better and clearer line of site to the airfield, taxiways and runways. The cab is three times larger than the older tower cab. This provides room for equipment. Base building has rooms for offices. There are plans to demolish the old ATCT sometime towards the end of 2025.

FAA Noise Policy Review – The FAA started a Noise Policy Review in late 2021 as part of the ongoing commitment to address aircraft noise. This will continue the FAA effort to build on their work to advance scientific understanding of noise impacts as well as the development of analytical tools and technologies. It will consider new technologies from the FAA’s Noise Research Program, including the neighborhood environment survey and the distribution of environmental risks and tradeoffs. Goals of the Noise Policy Review are to identify and implement well-reasoned scientifically grounded noise policy updates that incorporate FAA’s understanding of aviation noise and response and the development of analytical tools and technologies to better manage and reduce the environmental impacts of aviation. They are also looking to conduct an inclusive transparent and participatory process that prioritizes input from substantially affected stakeholders including local communities. The scope of the Noise Policy Review focuses on foundational elements of the FAA’s noise policy in the area of noise metrics like DNL and they are considering other metrics and how they are calculated. They are looking at noise threshold and considering lowering the definition of significant noise exposure for action requirements, subject to environmental review, and modifying the definitions of a level of noise exposure deemed normally compatible with airport operations. For the new metrics they are looking at whether it is appropriate to establish a noise threshold and the potential value of doing that. Some possible outcomes of this Noise Policy Review are an update of regulations, orders, and guidance. What will NOT be affected by the Noise Policy Review are the current and existing aviation noise exposure. The changes and policy alone will not reduce noise. Where and when aircraft currently fly will not be affected and they are not doing anything with completed or ongoing environmental reviews. On May 1, 2023 the FAA published a notice in the Federal Register seeking comments on the Noise Policy Review. The Comment Period ended on September 29, 2023. They received over 4,800 comments. The FAA reviewed these comments and developed a database and generated a statistical summary to identify common themes. They released a summary document on September 27, 2024. Common themes from community groups reflect that sufficient data exists to proceed with changes to policy and metrics based on the neighborhood and environment survey. Several community groups made specific recommendations for metrics and thresholds of the DNL 55 for close-in communities. Industry groups were not opposed to other metrics or thresholds but believe the FAA needs further study on the implications of policy changes. They believe that research is needed on whether other metrics would be better at predicting human response to aircraft noise. They also believe that an analysis is needed on the economic impact of possible policy options. There were suggestions that before finalizing policy changes the FAA needs to clearly outline its policy options and clearly outline results of detailed policy analysis, including cost benefit analysis. There was sentiment that noise data should be shared early, often and clearly with the public to foster trust and a positive relationship with the FAA.

FAA Reauthorization Act – This Act, which was passed in May 2024, has two sections that impact the Noise Policy Review. Section 792 creates an Aircraft Noise Advisory Committee to advise the FAA on issues facing the aviation community that are related to aircraft noise exposure and existing FAA noise policy and regulations. The advisory committee will look at evaluating research on aircraft noise and assess alternative noise metrics, evaluate a 65 decibel noise threshold and evaluate noise mitigation strategies in community

engagement. It has to be in a form pursuant to the Federal Noise Advisory Committee act. Membership in the Aircraft Noise Advisory Committee is at least one member of an engine manufacturer, an air carrier, airport owner or operator, aircraft manufacturer, advanced air mobility manufacturer, institution of higher education and representative from airport adjacent communities from geographic diverse regions. Section 786 directs the FAA to review Part 150 to reflect relevant laws and regulations including ANCA Part 161 and to clarify existing and future noise policies and standards. The FAA is required to seek input from airports, airport users, and individuals living in the vicinity of airports.

Old Business

Ms. McCarthy proceeded with a status update on *the Letter of Request to the FAA for Proposed Noise Abatement Measures*:

Ms. McCarthy explained that the FAA was working on the new Approach Procedure for Runway 1 and has an estimated publication date of November 27, 2025. They are currently awaiting environmental review on this new procedure. The technical air traffic review is complete.

With regard to the request for an Offset Approach for Runway 6, air traffic control input is still needed. This request has been temporarily put on hold while the FAA completes their move of air traffic controllers handling the Newark airspace sector from the New York TRACON facility to Philadelphia and they expect to be able to address this request by the second quarter 2025.

With regard to the request for increased usage of the RNAV (GPS) X (offset) approach to Runway 19 during daytime hours on Saturdays and Sundays, this needs air traffic controller input, and they are expected to be able to address this request during the second quarter of 2025.

With regard to the feasibility of increasing aircraft altitudes at the UNVIL approach fix point, this also needs air traffic controller input, and they are expected to be able to address this request during the second quarter of 2025.

Questions:

At this point Ms. McCarthy opened the floor for questions/comments as summarized below:

Ms. Kathy Canestrino, Deputy Mayor of Hackensack asked what airports the new TRACON in Philadelphia would be servicing and if the staffing issue they had at New York TRACON was improved following the move to Philadelphia.

Ms. McCarthy confirmed that, yes, the Philadelphia TRACON would service Newark Airport, Teterboro Airport, Caldwell, Morristown and any other airports that were in the service area of the Newark sector of New York TRACON. She went on to say that staffing levels were better in Philadelphia.

Ms. Canestrino went on to ask if the feasibility of increasing usage of the RNAV (GPS) X (offset) approach to Runway 19 during the daytime hours on Saturday and Sunday was being addressed. She proposed that a sub-committee be formed (which she would head up) to address the issue outside of the normal quarterly TANAAC committee meeting.

Ms. Sherri Smith, Teterboro Airport Manager, responded that her comments will be considered. She kindly asked for Ms. Canestrino to provide additional comments later in the meeting to give other members a chance to voice their concerns.

Ms. Canestrino said she was fine with this as long as Ms. McCarthy stayed to hear her concerns until later in the meeting. She went on to ask one more question about the status of the proposal to “tweak” the flight path a bit as discussed in prior meetings.

Ms. McCarthy acknowledged Ms. Canestrino’s concern and said that they would not be able to address this issue until the second quarter of 2025 when the air traffic controllers at Philadelphia TRACON would be fully trained and acclimated to the new environment and able to address the issues involved.

At this point Ms. Smith handed the meeting over to Mr. Gabe Andino, Manager, Noise Abatement Office.

Before he proceeded with the next item on the agenda Mr. Andino asked Ms. McCarthy if information on the Noise Policy Review was available online for people to see regular updates.

Ms. McCarthy confirmed that yes, information on the Noise Policy Review was available online.

Mr. Gabe Andino, Manager, Noise Abatement Office provided an update on the *14 CFR Part 150 Noise Compatibility Program (NCP)* as summarized here:

There are two measures that have been recommended in the Part 150 Noise Compatibility Plan that are in the process of being implemented.

1. The new Runway 1 RNAV Approach (as discussed earlier in today’s meeting) will be published on November 27, 2025.
2. A new Runway 1 Departure Procedure will allow aircraft to take off a little further down the runway in order to address noise impacts to the mobile home community directly adjacent to the airport in Moonachie. They are in the process of discussing this implementation with the Air Traffic Control Tower here at Teterboro. This will be a nighttime use procedure. This will be implemented after the current runway construction project is completed at the airport.

At this point Mr. Andino introduced Courtney Easton, Vice President, Development for *Corporate Angel Network* who provided a presentation of their organization as summarized here:

The Corporate Angel Network (CAN) was founded in 1981 to help cancer patients access the best cancer treatment available in the United States by arranging free travel on corporate aircraft. In the 43 years they have been operating the network has flown 69,000 flights (averaging 150 flights a month) and has partnered with over 500 corporate partners. The program has benefited countless lives.

Mr. Andino thanked Ms. Easton for her presentation and continued with the next item on the agenda which was an update on the Noise Office Community Outreach efforts as summarized here:

Operator and Community Outreach Efforts:

- Noise Office staff participated in an FAA Helicopter Workshop in Hudson County on September 5th.
- Noise Office staff also provided TEB Noise Program updates and briefing to the Teterboro User’s Group (TUG) on September 18th.
- Airport Operations & Noise Office staff performed 409 pilot/flight crew briefings during the 3rd quarter of 2024.
- Noise Office staff participated with an exhibit at the NBAA BACE conference in Las Vegas on October 22nd to 24th. This is the most widely attended business aviation event in the world with over

19,000 attendees. This allowed Noise Office staff to connect with flight planners, operators and crew members who use TEB and to spread the word about TEB noise abatement programs.

Noise Office Airport Statistics Report

Mr. Andino turned the meeting over to Mr. Michael Fiscus, Assistant Manager, Noise Office who continued the meeting with the next item on the agenda which was a Noise Office Statistics report for the 3rd Quarter of 2024 as summarized here

Aircraft Movements January to September 2024:

The airport had 124,223 total aircraft movements during the 3rd Quarter of 2024. Traffic has been relatively stable. Overall movements were down by a slight 0.26% compared to last year at this time.

Airport Nighttime Activity January to September 2024 (11:00PM to 6:00AM):

We had 6,168 nighttime movements between the hours of 11:00PM and 6:00AM. Nighttime movements made up 4.97% of total aircraft movements. Many of these nighttime movements are essential movements. Nighttime activity was down slightly compared to this time last year.

Noise Exceedance Violations January to September 2024:

Noise violations are exceedances of the airport noise policy limits for aircraft taking off from Teterboro Airport as monitored by noise monitor stations located in permanent positions around the airport. The airport has issued a total of 42 first time violations and 4 second time violations. The airport has a policy of “three strikes and you are out”. This means that if an aircraft operator receives three violation notices within a two year period it can result in their aircraft being banned from operating at Teterboro Airport permanently.

Runway Utilization January to September 2024:

The airport was impacted by the Rehabilitation of Runway 1/19 construction project. The closures of Runway 1/19 during nighttime hours and on weekends has caused an increase in departures and arrivals on Runway 24. The most utilized runway for overall arrivals continues to be Runway 19 with 44.01% of arriving flights using this runway. The most utilized runway for overall departures continued to be Runway 24 with 56.45% of flights departing from this runway.

Helicopter Route Utilization January to September 2024:

The southern route to and from Manhattan continues to be the primary helicopter route used for 70.28% of arrivals and 72.49% of departures.

RNAV (GPS) X Runway 19 Offset approach Utilization – 3rd Quarter of 2024

Runway 19 Arrivals: 24 Hours – Out of a total of 7,500 arrivals, 38 utilized the offset approach. This reflected an overall 24 hour usage of 0.51%.

Runway 19 Arrivals: (Nighttime) - 10:00PM – 7:00AM – Out of a total of 326 arrivals during nighttime hours, 38 utilized the offset approach. This reflected a usage of 11.66%.

During late night hours the usage of Runway 19 was limited for nighttime arrivals due to airport construction.

Day/Night Aircraft Noise Average – DNL(A) (January to September 2024):

RMS 101 – (7th & Berry Street in Carlstadt) – 57.71 DNL (+0.7 increase)

RMS 102 – (Hamilton Street in Hasbrouck Heights) – 36.2 DNL (+1.4 increase)

RMS 103 – (Prospect Ave – Hackensack) – 62.8 DNL (+2.4 increase)
RMS 104 – (Park Street – Hackensack) – 51.7 DNL (-1.3 decrease)
RMS 105 – (Bogota High School) – 50.6 DNL (+2.8 increase)
RMS 106 – (Joseph Street – Moonachie) – 49.9 DNL (-1.6 decrease)

The increase at monitoring site RMS 103 was due to a higher number of aircraft departing to the North and flying near the site in addition to the normal Runway 1/19 arrival traffic that typically passes within range of that site. The increase in traffic at monitoring site RMS 105 was due to an increase in arrivals to Runway 24 caused by construction closures of Runway 1/19.

Noise Complaints - January to September 2024:

Noise complaints are trending downward compared to the last two years. The airport received 50,457 noise complaints from 883 complainants during the 3rd Quarter of 2024. 26,474 of these complaints came from 23 callers.

Aircraft Noise Complaints – TANAAC Member Communities (Within 5-mile radius of the airport) – January to September 2024:

Communities within a 5-mile radius of Teterboro Airport that registered the most complaints were Maywood with 16,945 complaints from 12 residents, (one Maywood resident registered 16,885 of these complaints all by himself.), Rutherford registered 1,743 complaints from 67 residents, Hackensack registered 670 complaints from 86 residents, South Hackensack registered 532 complaints from 15 residents, and Hasbrouck Height registered 493 complaints from 12 residents.

Aircraft Noise Complaints – Non-TANAAC Member Communities (Outside of 5-mile radius of the airport) – January to September 2024:

Communities outside of a 5-mile radius of Teterboro Airport that registered the most noise complaints were Newark with 17,538 complaints from 31 residents, Cresskill registered 4,606 complaints from 71 residents, (2 Cresskill residents registered 4,488 of those complaints.), Tenaflly registered 3,077 complaints from 49 residents, (2 Tenaflly residents registered 3,016 of these complaints), Branchburg registered 1,265 complaints from 3 residents (1 Branchburg resident registered 1,249 of these complaints by themselves.), Upper Saddle River registered 582 complaints from 20 residents (3 Upper Saddle River residents registered 481 of these complaints), and Morristown registered 409 complaints from 11 residents. The increase in complaints from some of these communities is a result of an increase in Runway 24 arrival traffic because of the Runway 1/19 construction activity.

Noise Complaints – Nature of Disturbance – January to September 2024:

By far the majority of callers chose “Too Loud & Low” as the reason for their complaint with 40,451 callers giving this as the reason for their complaint. 750 callers said “Too Loud” was the reason, 9,330 callers gave the reason as “General Complaint/Other”, 537 gave the reason as “Too Early or Late”, 153 gave a reason of “Too Frequent”, and 134 gave a reason of “Too Low”. The remaining reasons given were “Change in Flight Pattern” with 10 callers giving this reason and 10 callers said “Excessive Vibration” was the reason for their complaint. Complaint totals have some overlap since a person who files the complaint via the online format can choose more than one category when registering the nature of the complaint.

Noise Complaints – Regional Complaints – 3rd Quarter 2024:

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:

At this point Mr. Andino opened the meeting to questions and comments on the statistics presented from TANAAC members as summarized below:

Mr. Paul Griffo, TANAAC co-chair and representative from Rutherford, questioned the delay in progress on the part of the FAA in response to the measures requested by TANAAC. He felt saying “2nd Quarter 2025” was too vague and could possibly lead to progress continually being pushed off into the future. Therefore, he requested that the FAA provide a hard start date on when they would commence with progress on the initiatives by the January TANAAC Meeting.

Ms. Cathy Canestrino, discussed the data provided and was concerned that the numbers for the use of the Runway 19 Offset approach were too low and the decibel level reflected under noise monitor RMS 103 was way too loud and increasing. She expressed her frustration that she has been advocating for her community since 2021 on this issue and progress towards resolution continues to be pushed into the future. She referenced the FAA intent to pause progress on requests until the 2nd Quarter of 2025. She felt this was not acceptable.

Commissioner Wanda Portorreal representative from Ridgefield Park referenced the data presented by Mr. Fiscus related to noise monitor RMS 105 and uptick of noise complaints. She said she had received complaints from a few of her residents about “low and loud” aircraft going by Ridgefield Park. She asked why this might be happening and if it will continue into the future. She also asked for the phone number for the Teterboro Airport Noise Office.

Mr. Fiscus explained that due to recent airport construction, Runway 1/19 was closed during the evening, and this resulted in an increase in traffic to Runway 24. This was the available runway at night. This construction was in the final stages and should be completed shortly. The Teterboro Airport Noise Office phone number is 201-288-8828.

Mr. Andino followed up with Mr. Fiscus’ response and confirmed that the construction work involving runway closures would be completed around Thanksgiving.

New Business

Mr. Andino proceeded with the next item on the agenda which was to provide details on the new PlaneNoise Complaint Form Mobile App as summarized here:

Complaint Webform Updates - Webform Security was updated to eliminate the manual entry of the security code. The security will now be checked behind the scenes on the user’s browser. Removal of this entry will help to speed up the complaint filing process. In addition, acknowledgement emails are no longer being sent for each individual complaint. They will be sent once per hour to inform the user of the number of complaints submitted during that time.

New Mobile App Complaint form - A new mobile app has been created to make filing noise complaints easier. The instructions for uploading this app on your mobile device can be found at the following link:

www.panynj.gov/content/dam/port-authority/aircraft-noise/mobile-app-download-instructions.pdf

Mr. Andino then proceeded with the next item on the agenda which was an update on a series of noise articles from NorthJersey.Com provided by Deputy Mayor Kathy Canestrino. These articles were provided

by Deputy Mayor Canestrino and shared with the TANAAC Committee members. Mr. Andino turned the meeting over to Deputy Mayor. Canestrino to discuss the articles.

Deputy Mayor Canestrino expressed her pleasure that members of the news media and public were addressing issues of the impacts of aircraft noise on health and the environment. She also hoped that community leaders present at TANAAC were considering these issues on behalf of their constituents.

OPEN DISCUSSION

TANAAC Committee Members - Questions raised by representatives from TANAAC member towns are summarized here:

Borough of Rutherford:

Mr. Paul Griffo, representative from the Borough of Rutherford and TANAAC Co-Chairperson commented that he agreed with Deputy Canestrino on the impacts of regular aircraft noise on health. He observed that it was the impulsive nature of the noise that has historically been the problem. It is the impulsive nature of that noise that can cause a physical reaction in people. He mentioned that back in the 90's a noise expert came to speak with TANAAC about this type of noise. Impulsive noise tends to be worse for people at night. He observed that there is also a similar issue for those people who live near railroad tracks. He added that it is very hard to control this type of impulsive noise in reality.

Deputy Mayor Canestrino responded that the reason she brought the articles was to remind everyone on the TANAAC committee of why they were there. To prioritize these type of issues for their residents.

Ms. Sherri Smith, Teterboro Airport Manager, thanked Deputy Mayor Canestrino for bringing the articles to the attention of the TANAAC Committee and felt this was an opportunity to have information provided by the FAA on recent research studies related to this subject at a future meeting.

Ms. Smith went on to say that they had a few minutes to include some comments from guests present at the meeting before they had to continue with TANAAC meeting as a closed session for the final item on the agenda.

At this point Mr. Andino opened the meeting up to questions/concerns from guests present at the meeting.

Public Discussion - Questions raised by guests are summarized here:

Audrey Herget, resident of Park Ridge asked Ms. McCarthy about the FAA Aircraft Advisory Noise Committee and wanted to know how she could be included in it.

Ms. McCarthy responded that the procedure for selecting/nominating members had not yet been finalized, and that the FAA was currently working on it. She advised Ms. Herget should consult the FAA website for more information. Information on the committee will be included in the FAA Federal Register. The Federal Register can be set up to allow the user to receive updated FAA postings on a daily basis.

Ms. Herget added that people felt so "disgusted and unheard" that they have stopped complaining and anytime data showed that complaints numbers were down it was "disrespectful to the people that were harmed everyday by the constant air traffic they had to deal with over their homes." She went on to express

her discontent that they were being ignored and the issues were constantly being “pushed off to a later date”. She felt that a working group had to really come together to solve the problems.

Ms. Sherri Smith thanked Ms. Herget for her comments and asked that the next guests please be sensitive to the time constraints at the meeting and hold their comments to two to three minutes in order to give other guests present a chance to speak.

Ms. Mary Ellen Stickle, resident of Washington Township, asked about the trade shows and wanted to know if this was a way to increase business for Teterboro Airport.

Mr. Andino replied that this was not the case. They attend trade shows in order to educate the flying public about Teterboro Airport’s Noise Abatement policies and procedures. They spend a lot of time providing information and answering questions about Teterboro Airport noise abatement programs.

Ms. Stickle asked if it were possible for members of the Teterboro Noise Office staff to come to community events and educate the public about the airport and noise policies.

Ms. Stickle went on to ask about night time activity between 11PM and 6AM.

Mr. Andino replied that they discourage flights during evening hours under a voluntary program to limit flights between 11PM and 6AM. The airport is open 24 hours a day, so the nighttime restriction program is voluntary.

Ms. Stickle went on to say that on 10/7/24 between 12:20AM and 1:05AM five planes traveled over her house and on 10/13/24 between 11:42AM and 12:38AM five planes passed over her house. She also asked for the phone number of CANS.

Ms. Courtney Easton from CANS provided the phone number as 914-328-1313.

At this point Ms. Smith interjected that they had to give others a chance to speak and to please limit to one comment or two minutes to give others a chance to speak.

Ms. Lois Ditommaso, Resident of Rutherford, agreed with Ms. Herget and she also felt that noise abatement at Teterboro Airport was not getting better and that their complains were not heard because nothing was getting done. She asked about the Runway 1 approach with GPS software and mentioned that they were told the approach would be available in February 2025 now she heard that it will not be available until November of 2027.

Ms. McCarthy clarified that the correct date was November 27, 2025.

The meeting continued for a few more minutes with general statements and concerns from the public in the same manner as prior meetings.

CLOSING REMARKS

Ms. Smith ended the public session by requesting that members of the general public leave the virtual call in order for the meeting to commence with the final item on the agenda which required a closed session of TANAAC Committee members. This was met with complaints by members of the public present, but they all eventually complied, and the meeting progressed with the final item on the agenda in closed session with the TANAAC Committee.