

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

Hybrid Meeting
October 22, 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
Mayor Ron Kistner – TANAAC Co-Chairperson	Borough of Hasbrouck Heights	X	
TANAAC Member Towns		Present	Not Present
Mayor Daniele Fede	Borough of Bogota		X
Peter Kortright III, Principal Planner	Bergen County Government	X	
Mayor Robert Zimmerman	Borough of Carlstadt		X
Mayor Jeffrey Lahullier	Borough of East Rutherford		X
Representative Marlene Somerville	City of Hackensack	X	
Mayor Ron Kistner – TANAAC Co-Chairperson	Borough of Hasbrouck Heights	X	
Councilman George Muller	Borough of Little Ferry	X	
Representative John Brown	Borough of Maywood	X	
Councilwoman Karen Surak	Borough of Moonachie	X	
Commissioner Wanda Portorreal	Village of Ridgefield Park	X	
Representative Roy Luyster	Township of Rochelle Park	X	
Representative Jim Linsalata	Borough of Rutherford	X	
Mayor Michael Gonnelli	Town of Secaucus		X
Mayor James Anzevino	Township of South Hackensack		X
Mayor Mark J. Schwartz	Township of Teaneck		X
Mayor John P. Watt	Borough of Teterboro		X
Borough Clerk Gina Affuso	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
Michael Aronchik	Guest
Lois DiTommaso	Guest
Greg Hoffman	TANS ²
Mary Ellen Stickel	TANS ²
Warren Feldman	TANS ²
Audrey Herget	TANS ²
Bergen County Assemblyman Robert Auth	Guest

Attendance – Online

Brandon A'Hara, Manager, Airport Operations	Teterboro Airport/Avports
Adeel Yousuf, Manager Environmental and Noise Programs	Port Authority of NY & NJ
Kathryn Lamond, Manager Aviation Environmental Programs	Port Authority of NY & NJ
Ralph Tamburro, Airspace Modernization/Airport Delay Reduction Manager	Port Authority of NY & NJ
Juan Rojas, Senior External Client Relations Manager	Port Authority of NY & NJ
Jason Stoddard, Airspace Analyst	HMMH
Diana Castino	Guest
Unknown Attendee	Guest
Dominick Ianora	Guest
Liz Mikre	Guest
Matthew Murray	Guest

TANAAC – Meeting Summary
October 22, 2025 – 6PM
Hybrid Meeting
Teterboro Airport Manager’s Conference Room – 90 Moonachie Avenue Teterboro
Virtual Meeting – Via Microsoft Teams

Welcome/Introduction

Mr. Richard Heslin welcomed TANAAC committee members and guests to the meeting.

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

Mr. Scott Marsh, Teterboro Airport Manager of Operations and Security, welcomed everyone and explained that Sherri L. Smtih, Teterboro Airport Manager, would not be present for tonight’s meeting due to other obligations.

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

Mr. Heslin then turned the meeting over to Scott Marsh 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 2025/2026* – 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:
 - Weekdays 10:30PM to 6:30AM the following morning.
 - Individual Runway Closures – Weekends:
 - 38-hour closures – Friday 10:00PM to noon on Sunday.

Mr. Heslin continued with the second item on the agenda which was a report on the HMMH Noise Questionnaire.

HMMH Consultants – Preliminary Results of TANAAC Noise Questionnaire

Jason Stoddard, Airspace Analyst for HMMH provided preliminary results of a recent questionnaire that was sent to TANAAC Committee Members. Questions and responses are summarized here:

- What specific aircraft noise sources are of greatest concern?

- Helicopter Operations – Large number of responses concern helicopter operations around Teterboro Airport and the resulting noise.
- Arrivals to Runway 19 and Runway 6 - Frequency of the approaches over densely populated neighborhoods.
- Runway 24 Departures - Residents observe low altitude of departing aircraft over residential neighborhoods.
- What specific areas or neighborhoods around the airport are most affected by aircraft noise?
 - Little Ferry – At Liberty Street, Mehrhof Road, Washington Avenue, Bergen County Technical High School.
 - Rutherford and East Rutherford – At downtown Park Ave, Ridge Road, Sylvan Street, Mountain Way, and areas under Runway 6/24 flight path.
 - Maywood and Paramus – Near Bergen Town Center, under Runway 19 arrival path.
 - Additional areas south of the airport – In Moonachie, Wood-Ridge and Carlstadt.
 - Additional areas north of the airport – In Hackensack.
- Is the aircraft noise problem worse at particular times of the day and/or time of year?”
 - Daytime – 9:00am to 7:00pm.
 - Weekends (Especially Sundays) – Noted in Maywood and Rutherford.
 - Early evening and nighttime – Near Bergen Town Center, under Runway 19 arrival path.
 - Summer Months – More likely to notice noise.
 - During large events – Such as US Open, Fashion Week, etc.
- What additional information would help us accurately define the aircraft noise problem(s)?’
 - Increase altitude for arrival traffic – Requested by communities north of the Airport.
 - RNAV GPS X RWY 19 Approach – Request to increase the utilization of the approach.
 - Possible RNAV Approach to Runway 1 – Aiming to shift portion of arrivals away from Runway 6.
 - Offset Approach to Runway 6.
- Please rank the areas of concern (e.g. noise source, location, time of day/year, other factors) in order of importance.”
 - Continual use of same instrument approach procedures
 - Low altitude flights.
 - Helicopter Traffic

Mr. Stoddard then presented information on the next steps as summarized here:

- Confirm key goals
 - Reduce low altitude overflights of residential areas.
 - Investigate helicopter operations and potential solutions.
 - Raising departure and arrival profiles where operationally feasible.
- Identify candidate areas for procedural review.
- Input Requested of TANAAC Committee:
 - Which runways or flight corridors generate the most frequent noise complaints?
 - Are there specific towns or neighborhoods where relief should be prioritized?
 - Should focus be on departures, arrivals, or helicopter routes?
 - Is there support testing new offset or over-water procedures (if feasible)?

HMMH's focus will be on identifying potential solutions to issues that can be mitigated with procedural changes. This would include updating procedures or creating amendments to existing procedures. HMMH will not be looking at procedural changes that will shift the noise from one community to another. Instead, they will look at other options such as the potential for dispersion of flight paths and increased altitudes for arrival traffic. They will also look at the possibility of optimizing profile descents to allow aircraft to come down on approach on a glide without thrust up to final approach. They will also be looking at helicopter traffic to determine potential solutions. They need the assistance of TANAAC committee to identify and prioritize the areas that HMMH will focus on.

Comments from TANAAC committee members are summarized here:

Mr. Jim Linsalata, Representative from Rutherford, felt sure that any additional information that HMMH needed from TANAAC was already readily available. He mentioned that most of the information needed by HMMH was available from the Noise Abatement Office team since they have been collecting data on these areas for years. He advised Mr. Stoddard and his team to work with Mr. Andino and his team. He also pointed out that the TANAAC committee letter of request to the FAA outlined many of the primary concerns of local communities.

Mr. Jason Stoddard acknowledged this and clarified that HMMH's goal was to narrow the focus to a few very top areas of concern that HMMH could then really focus their efforts on. In this they will need the assistance of TANAAC and the Noise Office to help them in identifying those top areas to really focus their efforts on.

Mr. John Brown, Representative from Maywood, asked how the distribution of the questionnaire was handled.

Mr. Gabe Andino, Manager Teterboro Noise Abatement Office, confirmed that the questionnaire was distributed to all TANAAC committee members, including Mr. Brown, for completion.

Mr. Brown observed that, since the questionnaire was not sent out to the general community at large and was sent to only members of the TANAAC committee, responses received might not reflect a true representation of the issues being faced by community members. He felt that the method of distribution of the survey limited the type of responses obtained on concerns affecting residents and that the questionnaire should have had a larger distribution range.

Mr. Andino replied that TANAAC committee members represented their residents as community leaders, and as such, they should be aware of the type of complaints that their constituents come to them with and are therefore able to complete the questionnaire on behalf of their constituents.

Mayor Kistner, Hasbrouck Heights, agreed with Mr. Andino on the point that TANAAC members represent their community members and their opinions. He felt that the questionnaire was a good starting point to get things moving and "bringing too much to the table" would not aid the overall effectiveness of what they were trying to accomplish.

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*:

Due to the current government shutdown, an FAA representative was not available to provide an update on the measures this quarter.

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 provided an update on the new intersection departure procedure from Taxiway L7 on Runway 1 at night. This departure has been implemented and is currently in use. Data on this measure is currently being compiled and will be presented during the next TANAAC meeting. In addition, the Runway 1 approach is pending implementation and on track for publication.

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

Mayor Kistner reported that the recent Focus Group lunch meeting went well. The group discussed voluntary restrictions on non-essential flights during nighttime hours which is currently in effect at Teterboro Airport. Mr. Kistner compared this voluntary restriction on flights to a type of “gentleman’s agreement” between the pilots and the airport in which the operator community voluntarily try to refrain from nighttime flights of a non-essential nature during the nighttime hours of 11PM to 6AM. He went on to say that the group will continue to meet monthly to continue with their efforts. He also encouraged TANAAC members who were interested in joining the Focus Group to let him know.

Noise Office Airport Statistics Report (January – September 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 September 2025 as summarized here:

Aircraft Movements - January to September 2025:

The airport had 123,886 aircraft movements during the period of January to September 2025. Movements were down 0.27% from last year.

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

We had a total of 6,512 nighttime movements between the hours of 11:00PM and 6:00AM. Nighttime movements made up 5.26% of aircraft movements. Nighttime movements include medical flights and time sensitive flights. These make up approximately 800 movements out of the total nighttime movements.

Noise Exceedance Violations January to September 2025:

The airport issued 53 first violation letters and 3 second time violation letters this year to date.

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

RMS 101 – (7th & Berry Street in Carlstadt) – 57.4 DNL (-0.3 increase)
RMS 102 – (Hamilton Street in Hasbrouck Heights) – 33.8 DNL (-2.4 decrease)
RMS 103 – (Prospect Ave – Hackensack) – 60.5 DNL (-2.3 decrease)
RMS 104 – (Park Street – Hackensack) – 50.5 DNL (-1.2 decrease)
RMS 105 – (Bogota High School) – 49.8 DNL (-0.8 decrease)
RMS 106 – (Joseph Street – Moonachie) – 50.9 DNL (+1.0increase)

Noise Complaints - January to September 2025:

The airport received 42,989 noise complaints from 351 households. (19,421 of these complaints came from 15 callers.)

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

Communities within a 5-mile radius of Teterboro Airport that registered the most complaints were from Maywood with 13,308 complaints from 5 households, Rutherford registered 2,288 complaints from 30 households, Hackensack registered 312 complaints from 19 households, South Hackensack registered 59 complaints from 3 households and Wood-Ridge registered 125 complaints from 7 households.

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

Noise Complaints – Regional Complaints –2nd Quarter (April to September) 2025:

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.

Comments on Noise Office Statistics

Mr. John Brown questioned the missing slide showing the utilization of the RNAV GPS X alternate approach data in the Noise Statistics presentation.

Mr. Fiscus indicated that the slide was on hold for now due to minimal use of the approach recently.

Open Discussion

At this point Mr. Heslin went around the room to determine if any member of the TANAAC Committee members present had any questions or comments as summarized here:

Comments/Questions from TANAAC Members:

Ms. Marlene Somerville, Representative from Hackensack, took a couple minutes to introduce herself. Ms. Somerville is the new representative for Hackensack.

Mr. John Brown requested a correction of the prior meeting minutes to correct an error that reflected his title as Councilman.

Mr. Jim Linsalata asked who would be collaborating with HMMH on behalf of Teterboro Airport. He added that the airport already has the noise and complaint data necessary to guide HMMH's analysis, so the consultant would not need to spend time investigating where noise concerns are.

Mr. Andino explained that the Noise Office would be a source of data and information for HMMH, however TANAAC as an advisory committee would need to identify what problem areas have the highest priority so that HMMH can start working on identifying potential solutions.

Mayor Kistner said he would form a TANAAC sub-committee to work with HMMH.

Ms. Ginna Affuso, Representative from Wood-Ridge, thanked Mr. Andino and the Noise Office staff for all their help to herself and her constituents.

Commissioner Wanda Portorreal, Representative from Ridgefield Park, was not sure if the questionnaire was received by them since she was traveling earlier in the month. She plans to follow up with Mr. Andino on this later in the week.

At this point Mr. Heslin opened the floor for comments from guests present at the meeting as summarized here:

Comments from Guests Present at the meeting:

Ms. Mary Ellen Stickel, resident of the Township of Washington and member of Taxpayers for Aircraft Noise Solutions and Safety (TANS²), thanked the committee for the HMMH update. She proceeded with several questions. She asked if HMMH review process would take five years (as appeared in her notes) and she wanted to know why it would take that long. She also wanted to confirm if HMMH would be providing a quarterly update during future TANAAC meetings. She asked if HMMH was aware of the excessive flights and the frequency of the flights and how “brutal” that was for communities like hers in terms of quality of life. She indicated that she lived 12 miles from the airport, and she heard flights travel over her house on the prior night at 11:15PM, 11:20PM, 2:14AM, and 4:53AM. She was surprised that the nighttime noise restrictions at Teterboro Airport were based on a voluntary “gentleman’s agreement” since she always thought it was a rule under the Good Neighbor Policy, and it seemed to her that this was a change in the rules. She asked who hired HMMH and asked if TANAAC would be the only people to provide HMMH information. She asked how many people were given the questionnaire and wanted to know how many people responded to the questionnaire.

Ms. Audrey Herget, resident of Park Ridge and TANS² member, read from a prepared statement, the text of which is provided here:

“I recently visited Teterboro Airport and learned the following:

- Landings and take-offs occur every 3 minutes*
- International travel has expanded greatly both in and out of Teterboro Airport.*
- To park a plane in the Atlantic Aviation area at Teterboro it costs \$220/hour outside. They also offer many concierge services for private jet travelers.*
- Atlantic Aviation is owned by KKR a private equity and investment company traded on the NYSE. Atlantic Aviation has a lease with PANYNJ to operate at Teterboro.*

These personal observations are not in sync with the definition of a General Aviation Airport whose definition includes less than 2,500 annual enplanements. An enplanement is an act of boarding an aircraft. Data supports Teterboro Airport well exceeding 2,500 annual enplanements, which then defines it as a commercial airport.

*This web of wealth created by PANYNJ and the FAA at Teterboro Airport where the .01% can travel in luxury and Private Equity firms make millions of dollars, **must** stop ignoring the resident taxpayers that are enduring the excessive, loud and low private jet traffic. Specifically, Pascack Valley residents that live 12 miles out and pay extremely high property taxes, are unable to enjoy their suburban homes and yards due to this excessive arrival traffic into Teterboro. There are common sense solutions, #1 being the RNAV GPS X approach. YOU can make it happen. Since you are able to create no fly zones over MetLife Stadium during sporting events and YOU eliminated routes over Alpine due to pressure from someone - Make this a priority! STOP prioritizing the wealthy elites, the powerful over the residents. You are disrupting family events and residents’ ability to even just sit outside. You are disrupting sleep.*

Will HMMH be visiting the Pascack Valley locations that sit under the most heavily traveled arrival routes? And on days when it is plane, after plane, after plane?

Will TEB and FAA be creating new way points to disperse arrival traffic away from the Pascack Valley?

Will TEB and FAA be increasing the altitude of arrival traffic over the Pascack Valley? Topography matters. 2000 ft from sea level is net 1400 ft for many due to topography.

Our Organization TANS² has been conducting research, writing letters, reaching out to elected officials. We are willing to do the work needed to make positive and sustained changes for the benefit of all. Utilize us... stop ignoring us and let us partner with all involved. Where TANAAC has so many "no shows" we are willing to fill the gaps. We're a hard-working, likeable group!! Thank you."

Ms. Louis Ditommaso, resident of Rutherford, commented on the increase in the number of overnight flights. She wondered what the status of the FAA review of the Runway 1 alternate approach was. FAA kept pushing it back so she wanted to know when it would happen.

Councilman Greg Hoffman, resident of Park Ridge and TANS² member, commented on the lack of attendance of TANAAC members at meetings and the minimal participation of those present. He saw this as a disappointment. He was encouraged to hear from HMMH about the questionnaire. The issues that HMMH were looking at appeared to mirror issues TANS² and Pascack Valley residents had been speaking about for years. He encouraged HMMH to broaden the scope of the questionnaire because he doubted that they had enough information from communities outside of the 5 mile radius of Teterboro Airport to make informed decisions. He commented on the graphics from the HMMH presentation and mentioned that the slides showed that arrivals to Runway 19, as aircraft came in north of Paramus, was a straight line right over the Pascack Valley region which explained the high instance of complaints from residents under that line. He went on to say that the noise monitor at location RMS 103 recorded the highest amount of noise and it was directly in line with Runway 19. He was encouraged to hear that the Runway 19 Alternate approach working group was still operating.

Mr. Hoffman then read from a prepared statement, the text of which is provided here:

"While no one expects Teterboro Operations to cease there are several practice and manageable steps that will significantly mitigate the adverse effects being felt by those within the TANAAC region as well as beyond. The first is flight path dispersion. The regulatory precision of aircraft traveling along the same exact approach line has resulted in concentrated noise over the same neighborhoods especially in the Pascack Valley, Paramus and Hackensack regions. A system of disbursed routing utilizing additional waypoints can introduce modest variations to the approach paths while maintaining safety and efficiency."

"Some years ago, a variable alternative flight path was developed, tested and approved by the FAA. This approach involves only a minimum manner of offset, approximately 6%, and was well received by test pilots for its ease and safety. Jets following this path would remain primarily over commercial and industrial zones, minimizing the impact on residential communities and despite this the FAA has not yet implemented the Route 17 corridor as the preferred route or even moved forward with assigning it as the desired route. We believe this route should be prioritized."

"Aircraft approaching from the north are now directed to maintain altitudes of approximately 2,000 feet above sea level although much of the Pascack Valley is 1,200 feet above sea level. This effectively placed jets less than 2,000 feet, approximately 1,000 feet above homes. Raising the approach to 2,500 feet or 3,000 feet, as had been previously discussed and even agreed to informally, would offer considerable relief with no meaningful impact. I thank the committee for their time and for giving me the opportunity to speak and I look forward to hearing about more positive results in the future. Thank you."

Mr. Warren Feldman, resident of Woodcliff Lake, commented that he had been coming to the TANAAC meeting for the past six or seven years and preferred how they were run in the past as a more open format of lively discussion with more of an opportunity to speak freely about issues. He was very disappointed that the meetings had become "sterilized", and people were not being given the opportunity to speak freely. He

commented on his participation in the creation of the working group formed by Kathy Canestrino to improve usage of the Route 17 approach. He asked that the committee and representatives from the Port Authority, the FAA, local communities and Teterboro Airport, come together and work together with the consultant on issues in an open forum. “We have a chance to do good work” and he asked that the meetings be opened back up to let people speak freely and go back to how the meetings were run in the past.

At this point Mr. Heslin called the Bergen County Assemblyman who was present to come forward and say a few words.

The Assemblyman greeted the group and asked a couple quick questions. He wanted to know if anyone from Teterboro Airport has been contacted from the US Department of Transportation based on the letter that his office had sent to Transportation Secretary Sean Duffy.

Mr. Andino responded, “not to his knowledge”.

The Assemblyman continued with this second question and asked about letters sent to Chairman Kevin O’Toole of the Port Authority and asked if Teterboro had received any information about this. The letters involved usage of the alternate route over Route 17 and a possible alternate route over Woodcliff Lake.

Mr. Andino responded that the airport had not been contacted about this.

Mr. Roy Lyster, Representative from Rochelle Park provided some general comments and mentioned that someone from the FAA should be present during the TANAAC meetings, and that a representative from the Air Traffic Control Tower (ATCT) should be present during meetings as well.

Mr. Scott Marsh mentioned that the FAA representatives were unable to attend the meeting due to the current government shut down.

CLOSING REMARKS

At this point, with no other questions/discussion brought before the committee Mr. Heslin thanked everyone for attending and the meeting was adjourned.

The next TANAAC meeting will take place on **January 14, 2026 at 6PM** in the Teterboro Airport Administration Building Conference Room located at 90 Moonachie Avenue, Teterboro NJ.