



Teterboro Aircraft Noise Abatement Advisory Committee

1st Quarter 2023 Meeting

January 25, 2023



TANAAC Meeting Agenda

January 25, 2023

- **Introduction** – Maria Sheridan, Port Authority of NY & NJ / Paul Griffo, Borough of Rutherford
- **TANAAC Overview** – Paul Griffo, Borough of Rutherford
- **Operations Update** – Scott Marsh, Port Authority of NY & NJ
- **Discussion Items**
 - 14 CFR Part 150 Study Update – Jacob Attwood, Port Authority of NY & NJ
 - Fly Quiet Program – Cindy Gibbs, BridgeNet International
- **Statistical Report** – Full Year 2022 – Gabriel Andino, Teterboro Airport/Avports
 - Aircraft Activity
 - Aircraft Noise Violations
 - Runway Utilization
 - Runway 19 Offset Approach Utilization
 - Measured Noise Levels
 - Noise Complaints
- **Portable Noise Monitor Reports** – Gabriel Andino, Teterboro Airport/Avports
- **Committee Comments / Questions**
- **General Discussion / Questions**

TANAAC Overview

- TANAAC was formed as a community group on February 26, 1987. It was established after a series of public meetings in South Bergen County to address noise generated by jet aircraft departing and arriving into Teterboro Airport, especially at night.
- The main purpose of the committee is to establish a meaningful dialogue between the airport community and the residential communities.
- The primary goal was to enhance the quality of life of the residents of local communities while ensuring the efficient operation of the airport.

TANAAC is Comprised of:

- Locally Elected Officials (within a five-mile radius of the airport):
 - Mayors (or a duly appointed alternate), State Assembly & Senate Members, and Members of Congress
- Bergen County Executive and Board of Commissioners Chairperson
- Members of the Aviation Community
- Airport Manager
- FAA Tower Manager
- Fixed Base Operators and Heads of Corporate Flight Departments
- One vote per member. The Airport Manager only votes in the case of a tie.
- TANAAC governing By-Laws are available online at the following address:
 - <https://aircraftnoise.panynj.gov/tanaac-by-laws/>
- The general public may attend as observers of the proceedings.

Noise Monitor Notes

- ~1986 Congressman Robert Torricelli promised funds for noise monitors if he was re-elected. He delivered on his promise.
- The monitors were installed in 1987 and maximum noise limits were implemented for departing aircraft (these noise limits apply to departures only). The permanent monitors cannot be moved.
- Modern jet aircraft have become quieter, while older “Stage 2” aircraft (the loudest jets) have been permanently banned from the US.
- Approximately 15 years ago an effort to limit landing noise over Hackensack Hospital was initiated by TANAAC which resulted in the Offset Procedure.

Noise Monitor Notes

- Since the monitors were installed, any jets that violated the maximum noise limits three times were banned from the airport.
- The jet population today is mostly “Stage 3” with many jets meeting the more stringent “Stage 4” standard
- Between January 01, 2022, and December 31, 2022, the Stage 3 and Stage 4 operations are*:
 - Stage 3 96,979 67.8% (of total jet operations)
 - Stage 4 40,595 28.4% (of total jet operations)

* Provided by Michael C. Fiscus Assistant manager – Noise Abatement & Environmental Compliance



Noise Abatement Rules

Maximum Noise Levels:

Runway 24:

- 80 dB(A) Between the hours of 2200L and 0700L
- 90 dB(A) Between the hours of 0700L and 2200L

Runway 01, 06, & 19:

- 95 dB(A) All Hours

Helicopter Departure Routes:

- 95 dB(A) All Hours

If a departure from Teterboro Airport exceeds the Maximum Noise Level associated with the runway used for departure, a violation shall be issued to the owner / operator of the aircraft.

First and Second violations shall be kept for two years (from the date of the violation); upon the violations' second anniversary, it will be downgraded or expunged.

A Third Violation within a two-year period results in the permanent banishment of that aircraft from future operation at Teterboro Airport.

TANAAC – Can and Can Nots

TANAAC is an advisory committee that can:

- Advise the FAA about documented noise issues – real data is required.
- Deploy portable noise monitors and record/analyze jet noise when requested by a municipality – after a vote by TANAAC membership.
- Vote to reinstate a jet that has been banned from the airport.

TANAAC – Can and Can Not

TANAAC is an advisory committee that can not:

- Force or demand the FAA to change approach or departure routes.
- Force pilots to fly routes TANAAC members demand or suggest.
- Advise the FAA (or Port Authority) of a suspected noise issue without real noise data using standardized methods, equipment, and noise metrics.
- Vote to close the airport at night, lower the aircraft weight limit or implement operational restriction.
- Move the present permanent noise monitors to other locations.

TEB Airport Operations Update

Scott Marsh – Manager, Operations and Security





Discussion Items

- **14 CFR Part 150 Study Update**
- **Fly Quiet Program**

TEB Noise Compatibility Program Record of Approval (ROA)

January 25, 2023

Noise Compatibility Program (NCP) Timeline

- **Final NCP was submitted to FAA July 15, 2022**
- **NCP received FAA's Record of Approval (ROA) on January 10th, 2023**
 - (http://www.panynjpart150.com/TEB_ROA.asp)
- **Federal Register Notice was published on January 17th, 2023**
 - (<https://www.federalregister.gov/documents/2023/01/17/2023-00651/approval-of-teterboro-airport-teb-noise-compatibility-program>)
- **Email notification sent to Technical Advisory Committee members on January 20, 2023**

ROA Summary

- 30 measures were approved (13 noise abatement, 4 land use, 13 programmatic)
- Approved noise abatement measures:
 - NA 1: Implement a Runway 24 Departure Turn to 230 degrees at Night
 - NA 2: Encourage Intersection Departures from Taxiway K on Runway 1 at Night
 - NA 3: Design and Implement a Centralized Aircraft Run-up Pad
 - NA 6: Implement a Published Approach Procedure to Runway 1 and Increase Usage at Night
 - NA 8: Existing Mandatory Permission to Operate Jet Aircraft– *Existing*
 - NA 9: Existing Mandatory Noise Limits – *Existing*
 - NA 10: Existing Mandatory Aircraft Maintenance Run-Up Restrictions – *Existing*
 - NA 11: Existing Voluntary Restraint from Operations between 11:00 p.m. and 6:00 a.m. – *Existing*
 - NA 12: Existing Voluntary Preferential Runway Use at Night – *Existing*
 - NA 13: Existing Voluntary Encouragement of the Use of National Business Aviation Association (NBAA) Noise Abatement Departure Procedures (NADP) – *Existing*
 - NA 14: Existing Voluntary Restraint from the Use of Reverse Thrust – *Existing*
 - NA 15: Existing Voluntary IFR and VFR Approach and Landing Procedures to Runway 1 at Night – *Existing*
 - NA 16: Existing Voluntary Helicopter Routes – *Existing*
- All new NA measures were approved because they showed noise benefits inside the 65 DNL contour

Disapproved NA Measures

- 3 noise abatement measures were disapproved
 - NA 4: Implement an Offset Approach Procedure to Runway 19 (*already in place*)
 - NA 5: Implement an Offset Approach Procedure to Runway 6
 - NA 7: Implement a Published Departure Procedure from Runway 19
- Measures NA 4 and NA 5 were disapproved for the purposes of the Part 150 because the measures did not show noise benefits within the 65 DNL contour.
- Measure NA 7 was disapproved due to the uncertainty that the measure would result in a net reduction of population and non-compatible land uses within the DNL 65 dB contour at differing utilization rates, which does not meet the standard for approval by the FAA
- Disapproved NA measures can be pursued by the Port Authority for implementation outside of Part 150

Approved Land Use Measures

- 4 land use measures were approved
- Approved land use measures:
 - LU 1: Acquire Non-compatible Residential Parcels
 - LU 2: Sound-Insulate Eligible Dwelling Units
 - LU 3: Sound-Insulate Eligible Non-Residential Noise-Sensitive Structures
 - LU 4: Assist with Establishing an Airport Noise Overlay Zone

Approved Programmatic Measures

- 13 programmatic measures were approved (6 existing, 7 new)
- Approved existing programmatic measures:
 - PM 1: Maintain Noise Office
 - PM 2: Maintain Noise and Operations Management System
 - PM 3: Maintain Public Flight Tracking Portal
 - PM 4: Maintain Noise Complaint Management System
 - PM 5: Maintain Noise Office Website
 - PM 6: Continue Community Outreach Activities

Approved Programmatic Measures

- Approved new programmatic measures:
 - PM 7: Establish a Community Planners Forum
 - PM 8: Establish and Manage a Fly Quiet Program
 - PM 9: Make Aircraft Noise Contours Available in a Geographic Information System (GIS)
 - PM 10: Update the Noise Exposure Map
 - PM 11: Update the Noise Compatibility Program
 - PM 12: Update Airfield Noise Abatement Program Signage
 - PM 13: The Port Authority to Coordinate with the FAA on Development and Implementation of NextGen Procedures

NCP Implementation Schedule (Appendix H in the NCP Report)

Measures already in Place	
Noise abatement	NA 4: Implement an Offset Approach Procedure to Runway 19*
Noise abatement	NA 8: Existing Mandatory Permission to Operate Jet Aircraft
Noise abatement	NA 9: Existing Mandatory Noise Limits
Noise abatement	NA 10: Existing Mandatory Aircraft Maintenance Run-Up Restrictions
Noise abatement	NA 11: Existing Voluntary Restraint from Operations between 11:00 p.m. and 6:00 a.m.
Noise abatement	NA 12: Existing Voluntary Preferential Runway Use at Night
Noise abatement	NA 13: Existing Voluntary Encouragement of the Use of National Business Aviation Association (NBAA) Noise Abatement Departure Procedures (NADP)
Noise abatement	NA 14: Existing Voluntary Restraint from the Use of Reverse Thrust
Noise abatement	NA 15: Existing Voluntary IFR and VFR Approach and Landing Procedures to Runway 1 at Night
Noise abatement	NA 16: Existing Voluntary Helicopter Routes

* Disapproved for the purposes of Part 150

NCP Implementation Schedule

Measures already in Place	
Programmatic	PM 1: Maintain Noise Office
Programmatic	PM 2: Maintain Noise and Operations Management System
Programmatic	PM 3: Maintain Public Flight Tracking Portal
Programmatic	PM 4: Maintain Noise Complaint Management System
Programmatic	PM 5: Maintain Noise Office Website
Programmatic	PM 6: Continue Community Outreach Activities
Programmatic	PM 9: Make Aircraft Noise Contours Available in a Geographic Information System (GIS)
Programmatic	PM 13: The Port Authority to Coordinate with the FAA on Development and Implementation of NextGen Procedures

NCP Implementation Schedule

Measures to be Initiated within one year	
Noise abatement	NA 1: Implement a Runway 24 Departure Turn to 230 degrees at Night
Noise abatement	NA 2: Encourage Intersection Departures from Taxiway K on Runway 1 at Night
Noise abatement	NA 6: Implement a Published Approach Procedure to Runway 1 and Increase Usage at Night
Land use	LU 4: Assist with Establishing an Airport Noise Overlay Zone
Programmatic	PM 7: Establish a Community Planners Forum
Programmatic	PM 8: Establish and Manage a Fly Quiet Program

Measures to be Initiated within two years	
Noise abatement	NA 3: Design and Implement a Centralized Aircraft Run-up Pad
Programmatic	PM 12: Update Airfield Noise Abatement Program Signage

NCP Implementation Schedule

Measures for which a schedule has not yet been determined	
Land use	LU 1: Acquire Non-compatible Residential Parcels
Land use	LU 2: Sound-Insulate Eligible Dwelling Units
Land use	LU 3: Sound-Insulate Eligible Non-Residential Noise-Sensitive Structures
Land use	LU 4: Include Aircraft Noise in Real Estate Disclosures
Programmatic	PM 10: Update the Noise Exposure Map
Programmatic	PM 11: Update the Noise Compatibility Program



Discussion Items

- **14 CFR Part 150 Study Update**
- **Fly Quiet Program**

Port Authority of New York and New Jersey

Fly Quiet Programs
TAANAC Update



Agenda

- Background on Fly Quiet Programs
- Runway 19 Offset Approach
- Q&A



Background



What is a Fly Quiet Program?

- A **voluntary collaboration** of Port Authority, Airlines, aircraft operators and FAA air traffic controllers that encourages them to use suggested quieter aircraft, noise abatement flight procedures, and preferential runways



**Awareness
Campaign**

**Data
Reporting**

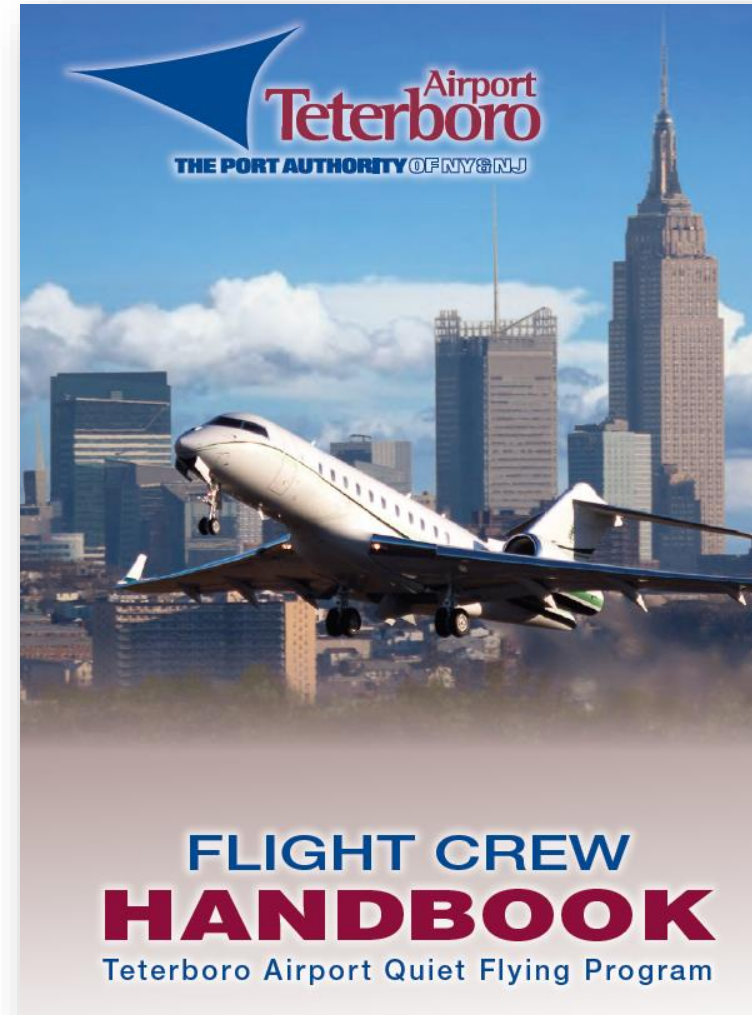
**Benefits
beyond the
65 DNL
contour**

Background on PANYNJ Fly Quiet Programs

- Recommended measures from the Part 150s at all four airports
- Establish a new program at: JFK, LGA, and EWR
- Enhance and update the existing TEB Quiet Flying Program
 - No changes to TEB Quiet Flying program elements
 - Potential enhancements: reporting, communications, and analysis

Teterboro's existing Quiet Flying Program

- Discuss existing program
 - “Good Neighbor” awards
- Vision for future of program
 - Potential for improvements



Existing program elements

- No jet-powered aircraft may operate at TEB without approval of the Airport Manager. Operators of jet aircraft new to the Airport or who have changed owner/operator must submit a Permission to Operate form to the Airport Manager. A copy of the form is available on Page 21.
- All aircraft operating at TEB must abide by the applicable noise rules as defined in this handbook.
- Mandatory Maximum Noise Level (MNL) requirements are in place for departures off of all runways.
- A voluntary restraint from flying is in place for non-essential flights between 23:00 and 06:00 local time.
- Runway 19 is the preferred noise abatement runway for departures between 22:00 and 07:00. Request this runway to avoid using noise sensitive Runway 24.

General project schedule (18 months)

- **June 2022** Project initiation
- **September-October 2022** First meetings with FAA and stakeholders at each airport
- **January-February 2023** Second round of stakeholder meetings & first presentations to roundtables
- **May 2023** Initial internal Draft FQPs for each airport
- **September 2023** Final stakeholder meetings & presentations to roundtables
 - Reviews of Final FQPs for each airport
- **November 2023** Implementation, publish, and report on FQPs publicly

... followed by continuous monitoring, reporting, and program communications ...

Runway 19 Procedure

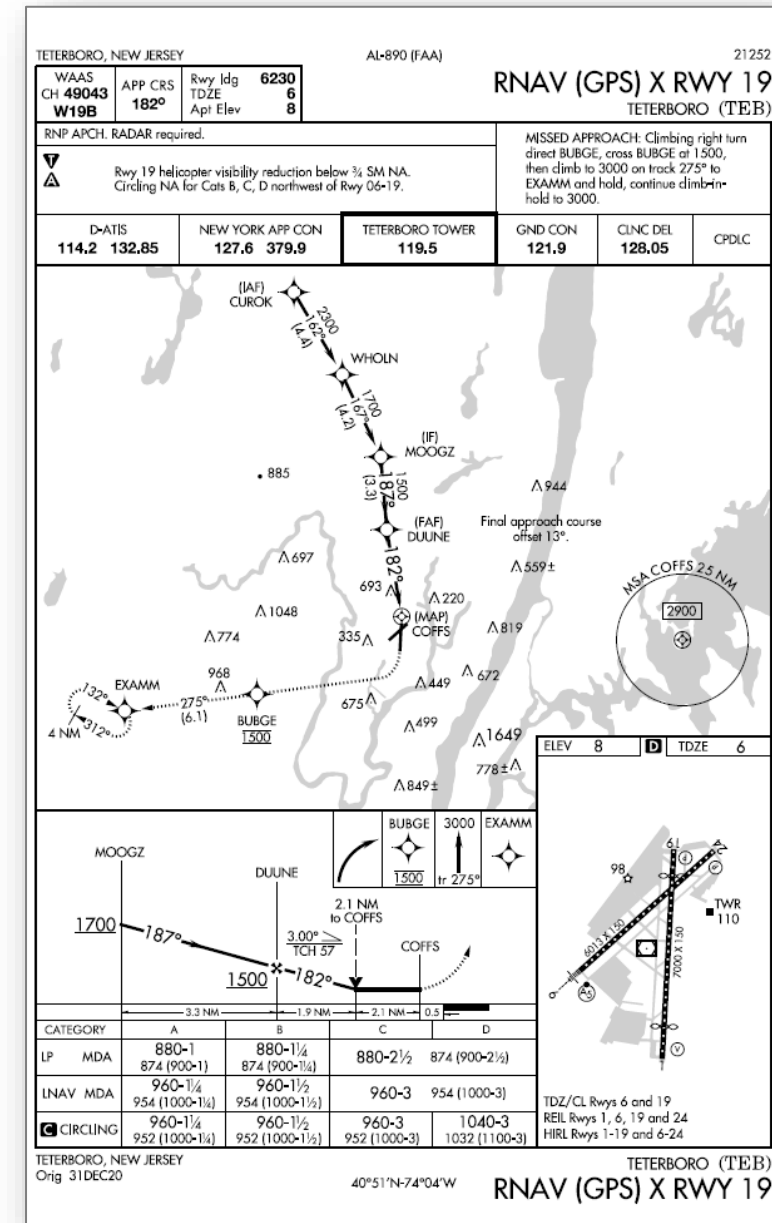


Overview

- Runway 19 Offset Approach Procedure “RNAV (GPS) X”
- Goal: track and report on the use of the procedure
- Provide frequent updates on utilization metrics

Methodology

- Compilation of all TEB quarterly reports to-date
- Using the PANYNJ ANOMS noise tracking system
- Data and analysis provided by PANYNJ are loaded into an **interactive web-based** dashboard report
- Data available from July 1, 2021 to present



Interactive Dashboard Report

https://reports.airportnetwork.com/?sitename=panynj

Home Fly Quiet Log Out

THE PORT AUTHORITY
OF NEW YORK & NEW JERSEY

Teterboro Airport Arrivals Runway 19



Select a date or date range

Start date and end date
the slider to the right, or
in the dates. The results will
display automatically below.

Start and end dates

7/1/2021 9/30/2022

Statistics display automatically

RNAV (GPS) X Arrivals
as % of total Runway 19 arrivals
ALL HOURS

1.5%

RNAV (GPS) X Arrivals
as % of total Runway 19 arrivals
NIGHT (10PM - 7AM)

14.9%

Total Runway 19 Arrivals

57,975

Clear Weather Conditions

estimated % of time

0.91

Sources: PANYNJ Noise Office; TEB Airport; ANOMS System. NOTE: Clear weather defined as visibility > 3 miles and ceiling > 960 feet above ground level.

Summary

- The web-based dashboard report is ready for use
- Allows any user with the password to interactively pull data for dates of interest
- Will be updated regularly from January 2023 onward



Teterboro Aircraft Noise Abatement Advisory Committee
2022 Full Year Statistical Report
Presented by the TEB Noise Abatement Office

Gabriel Andino
Manager
Noise Abatement &
Environmental Compliance


Michael Fiscus
Asst. Manager
Noise Abatement &
Environmental Compliance

Matthew Reese
Specialist
Noise Abatement &
Environmental Compliance


Operator Outreach



Local Efforts


3 STRIKES AND YOU'RE OUT!



**RUNWAY 24 DEPARTURES
80dB LIMIT 2200L-0700L**




  DOWNLOAD THE APP
FOR MORE INFORMATION



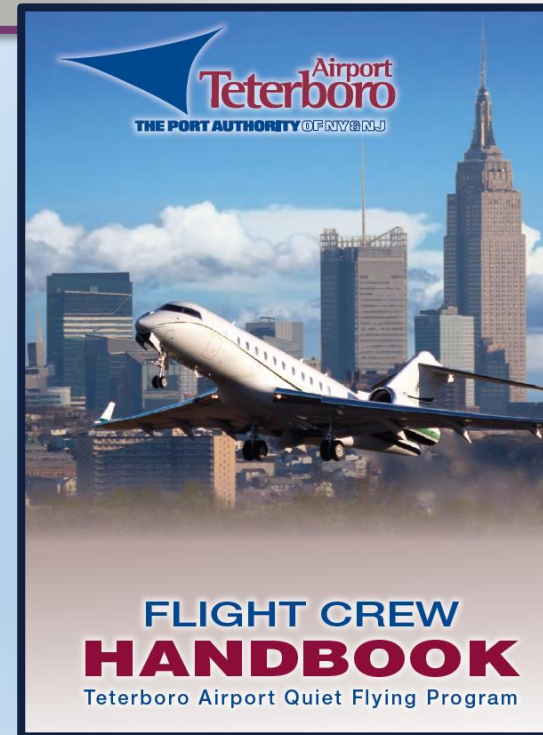
**FLY NEIGHBORLY
TRY A NEW APPROACH**

FLY RNAV GPS X to RUNWAY 19

  DOWNLOAD THE APP
FOR MORE INFORMATION

Operator Outreach Local Efforts

- **Activities Include:**
 - Briefing Pilots at FBOs
 - Publication of Posters
 - Distribution of revised Flight Crew Handbooks booklets and mobile app.



Operator Outreach

Regional and National Efforts

- **Activities Include:**
 - Currently exhibiting at the NBAA Schedulers and Dispatcher's Conference in Nashville, Tennessee.
 - **Allows us direct contact with flight planners, operators, and crew members.**



Airport Activity Report

Full Year

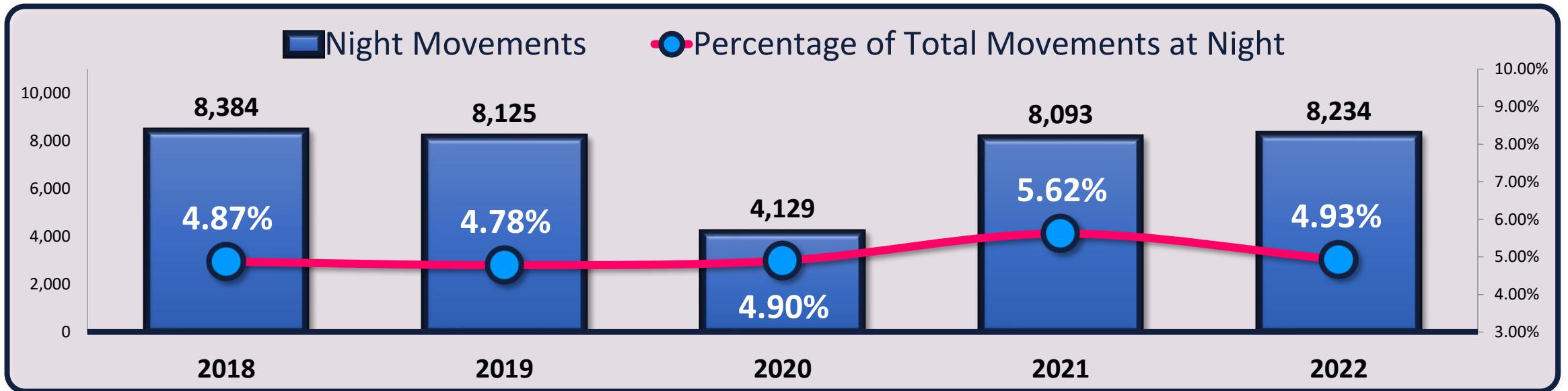


Movements	2018	2019	2020	2021	2022	2019/2020	2020/2021	2021/2022	2019/2022
Props	4,751	4,631	2,753	4,942	4,911	-40.55%	79.51%	-0.63%	6.05%
Turbo-Props	14,181	13,798	7,239	11,418	13,414	-47.54%	57.73%	17.48%	-2.78%
Helicopters	8,118	7,711	2,679	4,302	5,190	-65.26%	60.58%	13.85%	-32.69%
Jets	144,335	143,068	71,882	122,831	143,081	-49.76%	70.88%	16.49%	0.01%
Totals:	172,101	170,003	84,819	143,975	167,137	-50.11%	-69.74%	16.09%	-1.69%

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

Airport Activity Report

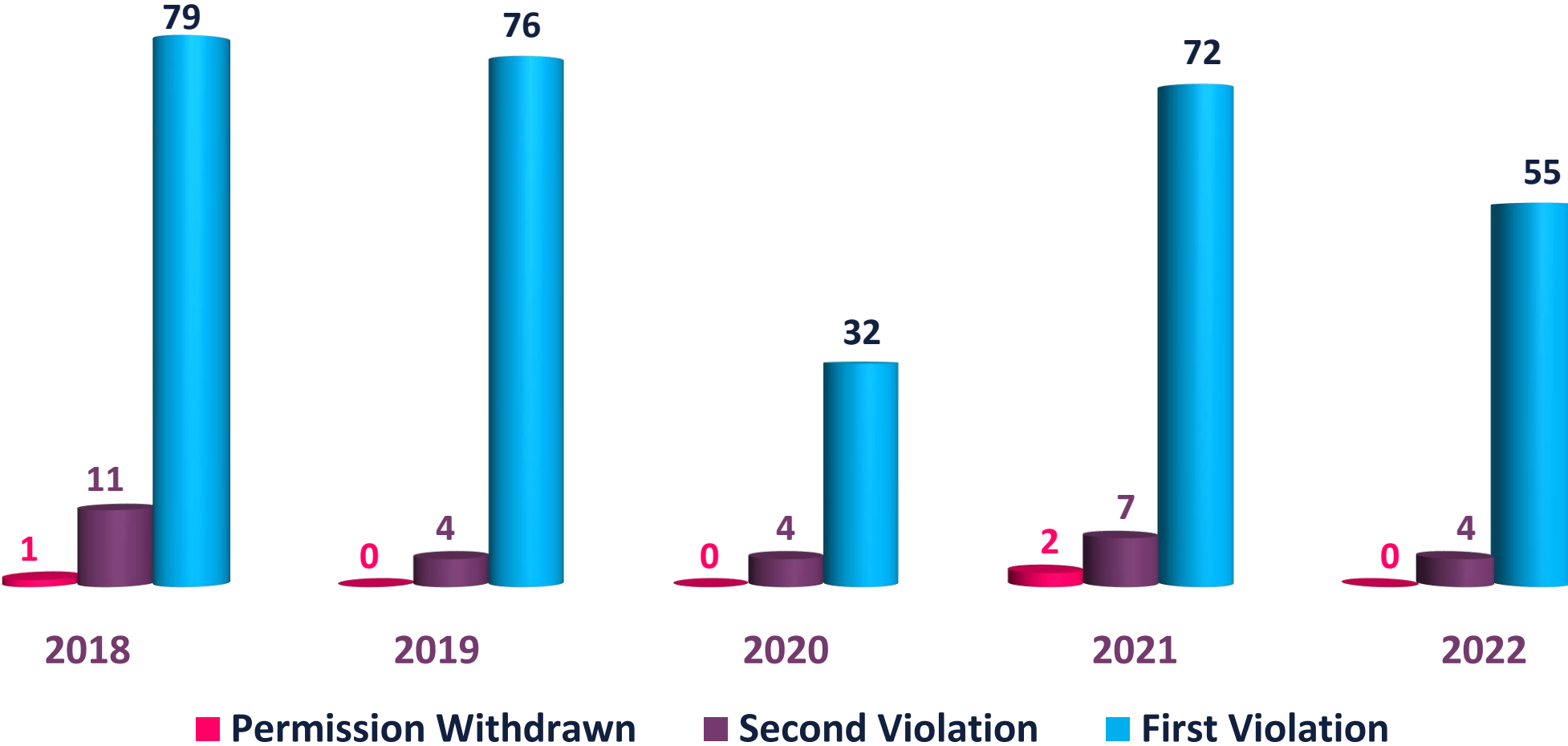
Full Year (11:00p.m. – 6:00a.m.)



Year	Nighttime Aircraft Movements	Total Aircraft Movements	% of Total Movements at Night
2018	8,384	172,101	4.87%
2019	8,125	170,003	4.78%
2020	4,129	84,295	4.90%
2021	8,093	143,975	5.62%
2022	8,234	167,137	4.93%

Noise Violations

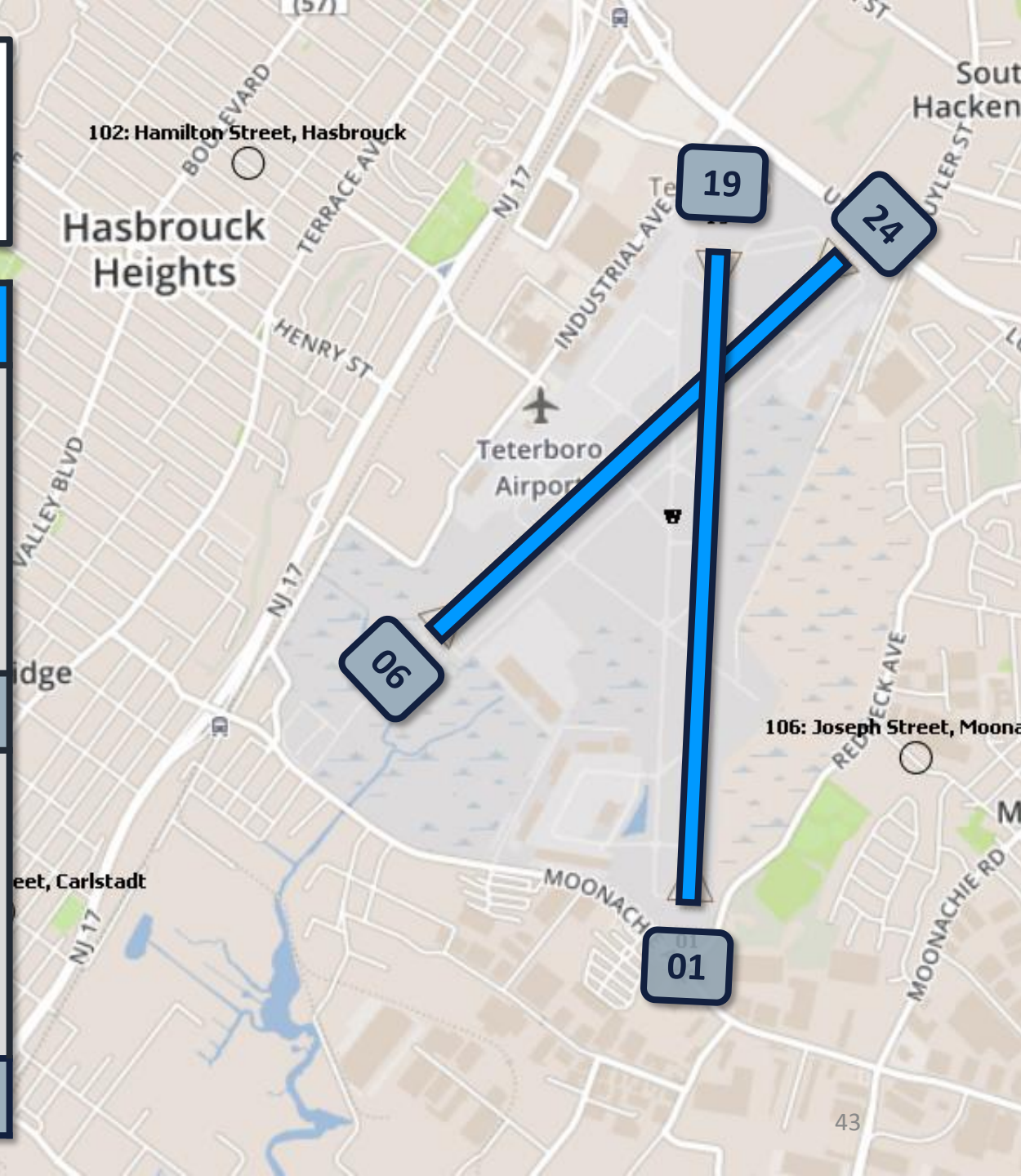
Full Year



Runway Utilization

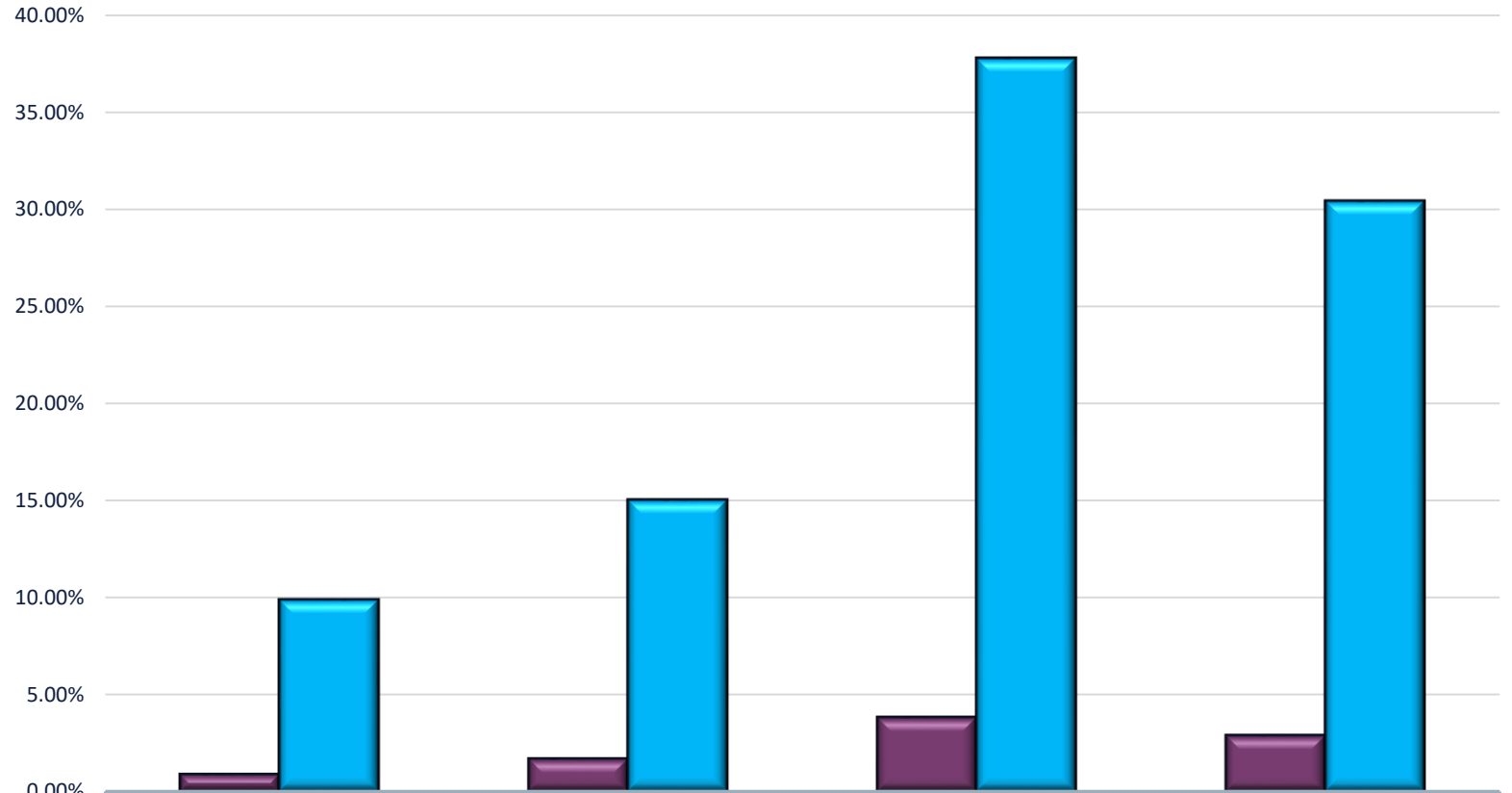
Full Year

		Arrivals		Departures	
Runways	1	6,368	7.98%	26,748	33.47%
	19	45,646	57.20%	3,637	4.55%
	6	21,791	27.31%	1,948	2.44%
	24	5,995	7.51%	47,575	59.54%
		79,800		79,908	
Helicopter Routes	N	182	6.28%	179	7.31%
	E	261	9.01%	180	7.35%
	S	2,103	72.59%	1,961	80.04%
	W	351	12.12%	130	5.31%
		2,897		2,450	



RNAV (GPS) X Runway 19 Offset Approach Utilization

Quarter Year	RWY 19 Arrivals (All Hours)	RNAV (GPS) X Arrivals (All Hours)	RWY 19 Arrivals (2200 - 0700)	RNAV (GPS) X Arrivals (2200 - 0700)
3Q 2021	12,734	120	1,216	115
4Q 2021	13,104	21	1,129	8
1Q 2022	8,965	79	767	76
2Q 2022	11,486	193	1,203	181
3Q 2022	11,686	443	1,146	433
4Q 2022	11,612	333	1,081	329



	1Q 2022	2Q 2022	3Q 2022	4Q 2022
■ % of RNAV (GPS) X Arrivals (RWY 19 All Hours)	0.88%	1.68%	3.79%	2.87%
■ % of RNAV (GPS) X Arrivals (RWY 19 10:00 PM - 7:00 AM)	9.91%	15.05%	37.78%	30.43%

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

DNL(A) Full Year

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

RMS 102

Hamilton St.-Hasbrouck Hts.

2019	37.0
2021	36.6
2022	36.1
2021/2022:	-0.5
2019/2021:	-0.9

RMS 103

Prospect Ave.-Hackensack

2019	61.3
2021	60.6
2022	61.2
2021/2022:	+0.6
2019/2021:	-0.1

RMS 104

Park St.-Hackensack

2019	53.3
2021	52.0
2022	53.1
2021/2022:	+1.1
2019/2021:	-0.2

RMS 105

Bogota High School-Bogota

2019	49.3
2021	48.4
2022	47.7
2021/2022:	-0.7
2020/2021:	-1.6

RMS 101

7th & Barry-Carlstadt

2019	58.0
2021	57.5
2022	57.1
2021/2022:	-0.4
2019/2021:	-0.9

RMS 106

Joseph St.-Moonachie

2019	51.6
2021	50.8
2022	51.7
2021/2022:	+0.9
2019/2021:	+0.1

RMS 110

Mountain Way - Rutherford

11/22/2022 - 1/16/2023

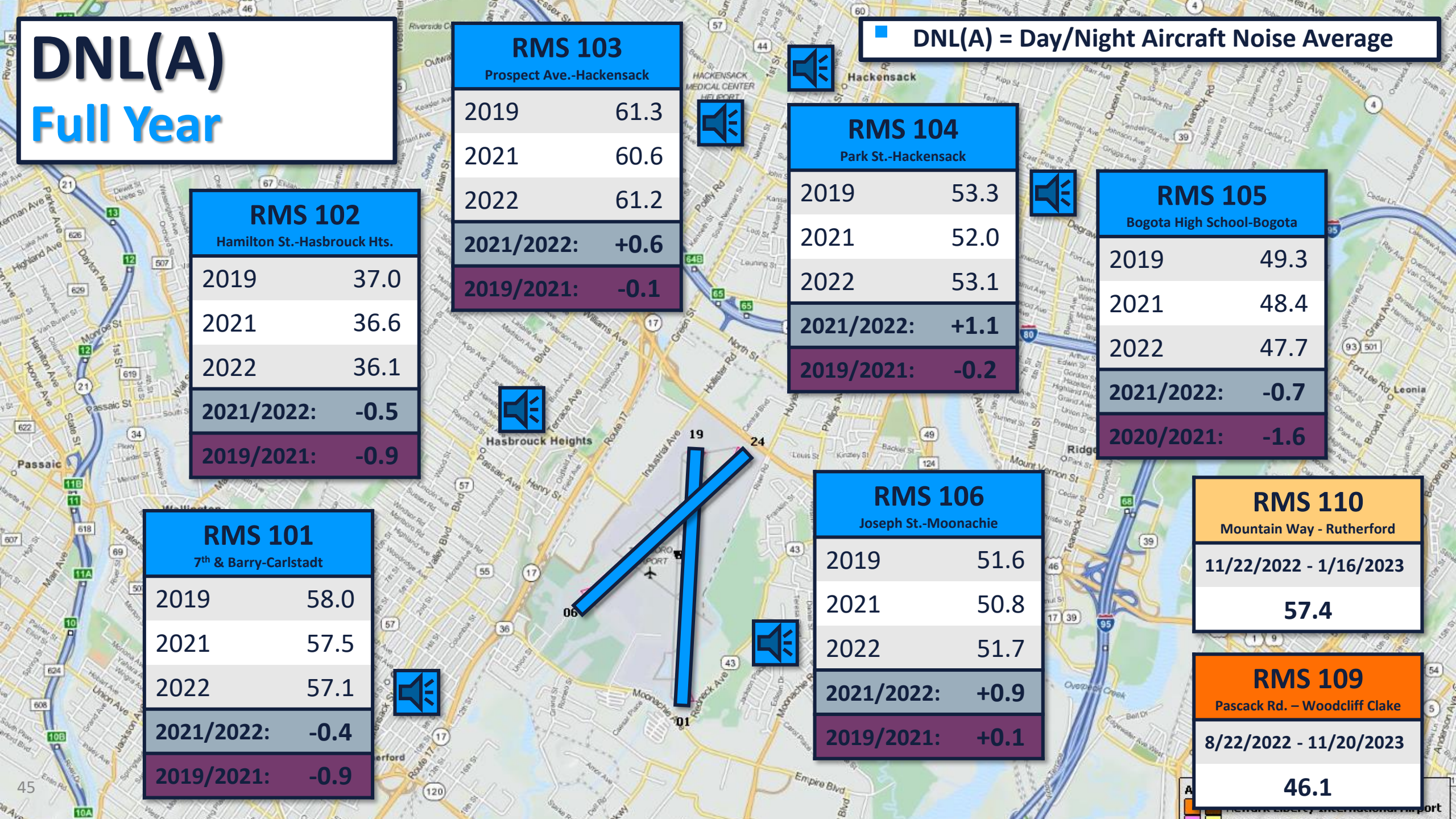
57.4

RMS 109

Pascack Rd. - Woodcliff Lake

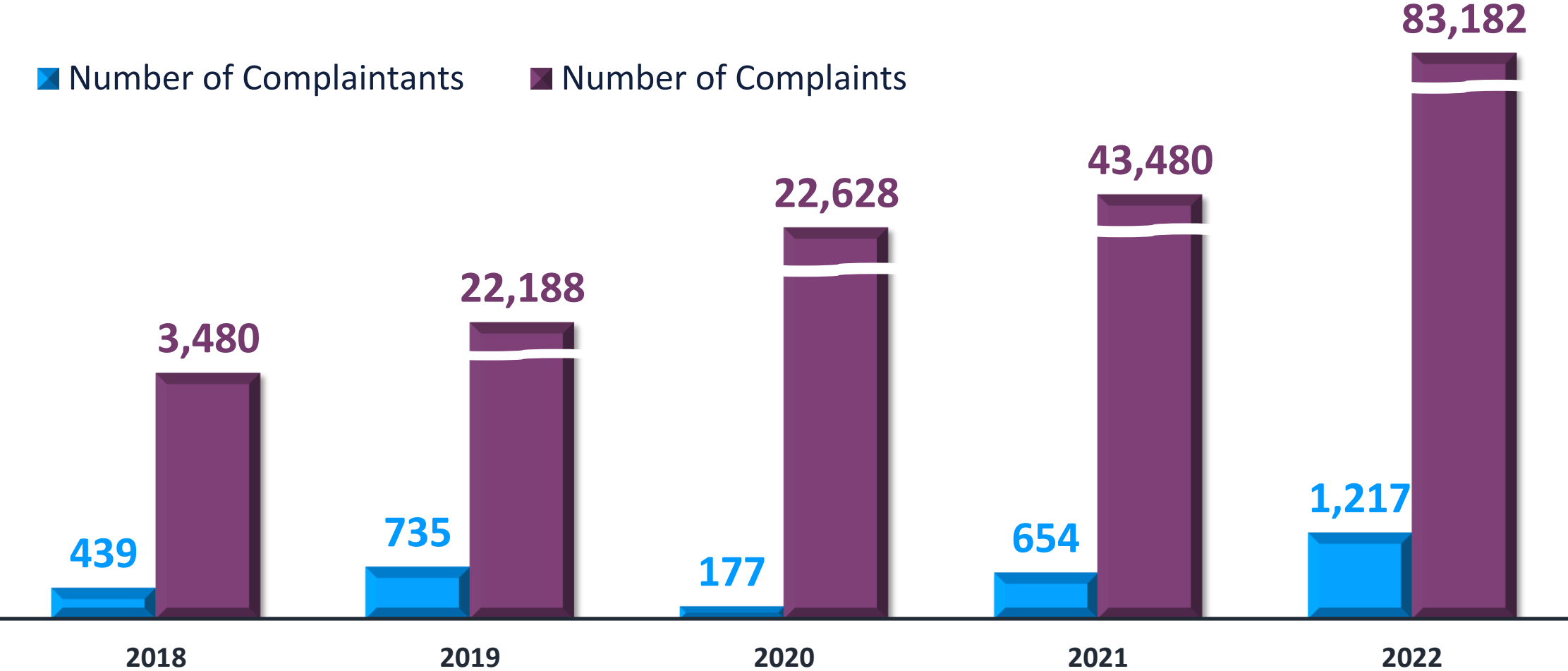
8/22/2022 - 11/20/2023

46.1



Noise Complaints

Full Year

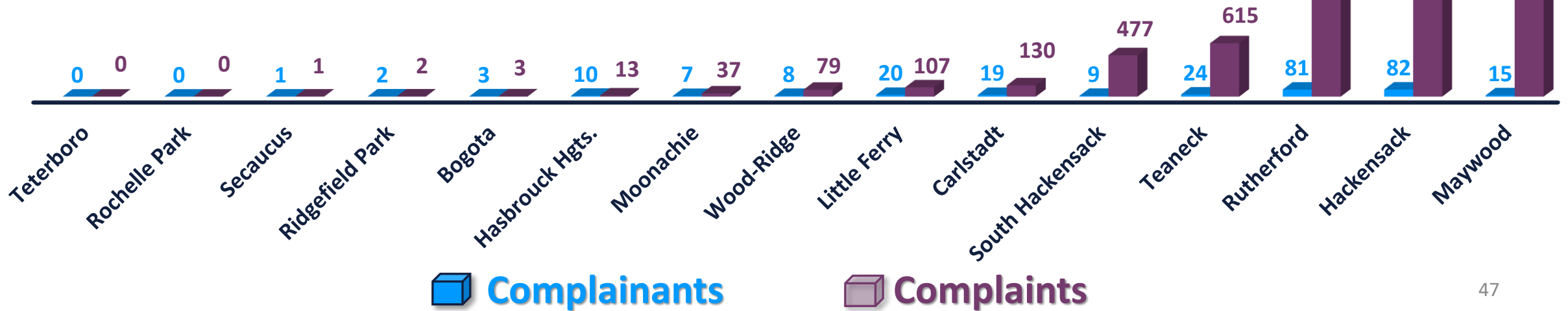


■ Third Party Applications Logged 38,369 Complaints from 60 Callers for 2022.

Noise Complaints: TANAAC Members

Full Year

Teterboro	0	0	Bogota	3	3	Wood-Ridge	8	79	Rutherford	81	3,765
Rochelle Park	0	0	Hasbrouck Hts.	10	13	Carlstadt	19	130	Hackensack	82	6,196
Secaucus	1	1	Moonachie	7	37	Third Party	1	2	Third Party	29	1,277
Ridgefield Pk.	2	2	Little Ferry	20	107	S. Hackensack	9	477	Maywood	15	32,822
			Third Party	1	39	Teaneck	24	615	Third Party	1	32,709



Noise Complaints: Non-TANAAC - Full Year

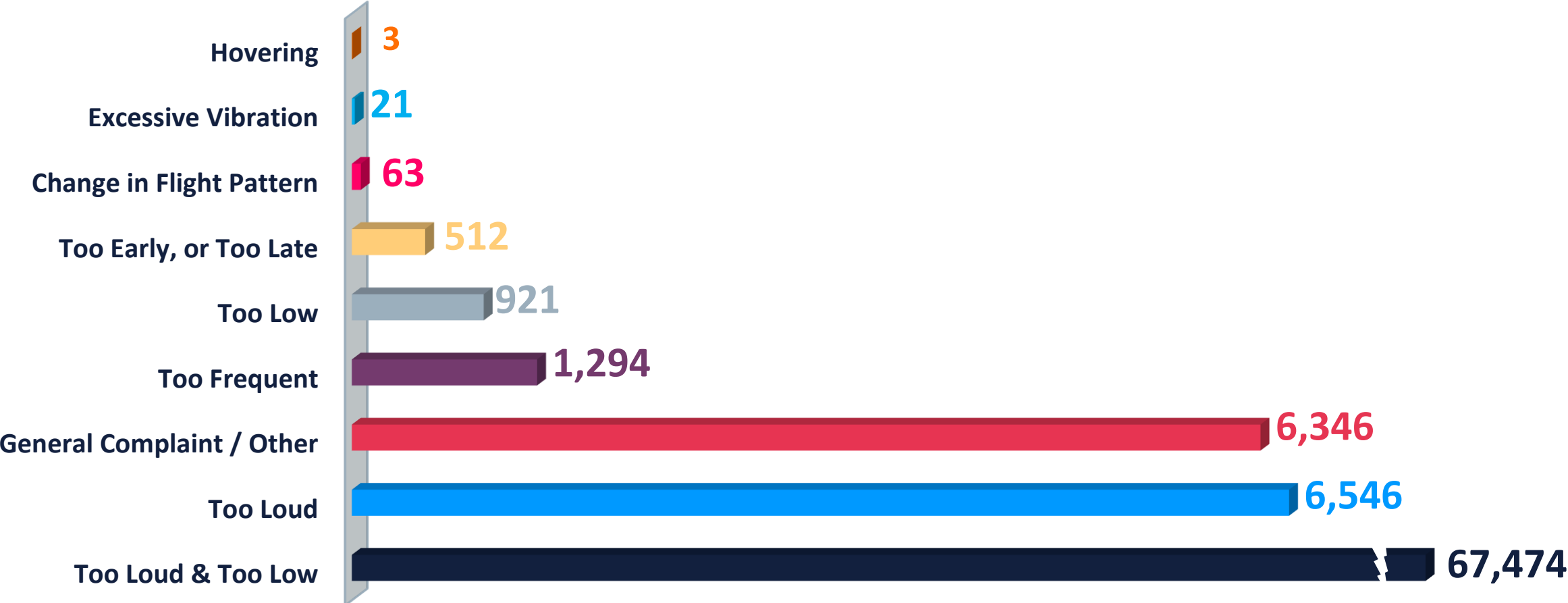
Airmont	1	553	Franklin Lakes	2	9	Newark	17	13,975	Rockaway	1	11
Albertson	1	1	Third Party	1	7	Newfoundland	3	7	Saddle River	9	242
Allendale	5	23	Harrington Park	13	21	North Haledon	1	4	Somerville	1	3
Alpine	3	3	Harrison	2	21	Northport	1	2	South Salem	2	287
Bayonne	1	1	Third Party	2	21	Northvale	3	3	Third Party	2	287
Belleville	1	2	Hayworth	4	4	Norwalk	1	1	Tenafly	78	1,537
Bergenfield	21	160	Hawthorne	2	5	Norwood	47	114	Third Party	1	910
Bloomfield	3	12	Hewitt	6	325	Nutley	7	14	Upper Montclair	1	1
Branchburg	1	1	Hillsdale	30	151	Old Tappan	1	1	Upper Saddle River	71	1,913
Cedar Grove	1	1	Ho-Ho-Kus	1	1	Oradell	1	1	Third Party	13	1,327
Closter	67	272	Islip	1	2	Paramus	17	339	Waldwick	2	5
Commack	1	1	Kenilworth	1	1	Park Ridge	31	667	Warwick	1	3
Cresskill	38	1,272	Lodi	3	4	Passaic	1	2	Third Party	1	3
Third Party	1	291	Lyndhurst	26	2,811	Pearl River	1	1	Washington Twp.	68	7,429
Demarest	72	234	Mahwah	67	1,314	Pruchase	5	119	Westfield	1	1
Dumont	2	2	Maplewood	3	4	Third Party	5	119	Westwood	36	257
East Rutherford	2	3	Metuchen	1	1	Ramsey	1	3	Whitestone	1	1
Emerson	20	533	Montclair	8	17	Ridgewood	1	1	Woodcliff Lake	49	1,509
Englewood	3	3	Montvale	12	34	Ringwood	1	1	Third Party	2	1,377
Flushing	2	2	New Toronto	3	3	Rivervale	35	433	Wyckoff	3	34
Glen Ridge	6	8	New Windsor	1	1						

 Complaints

 Complainants

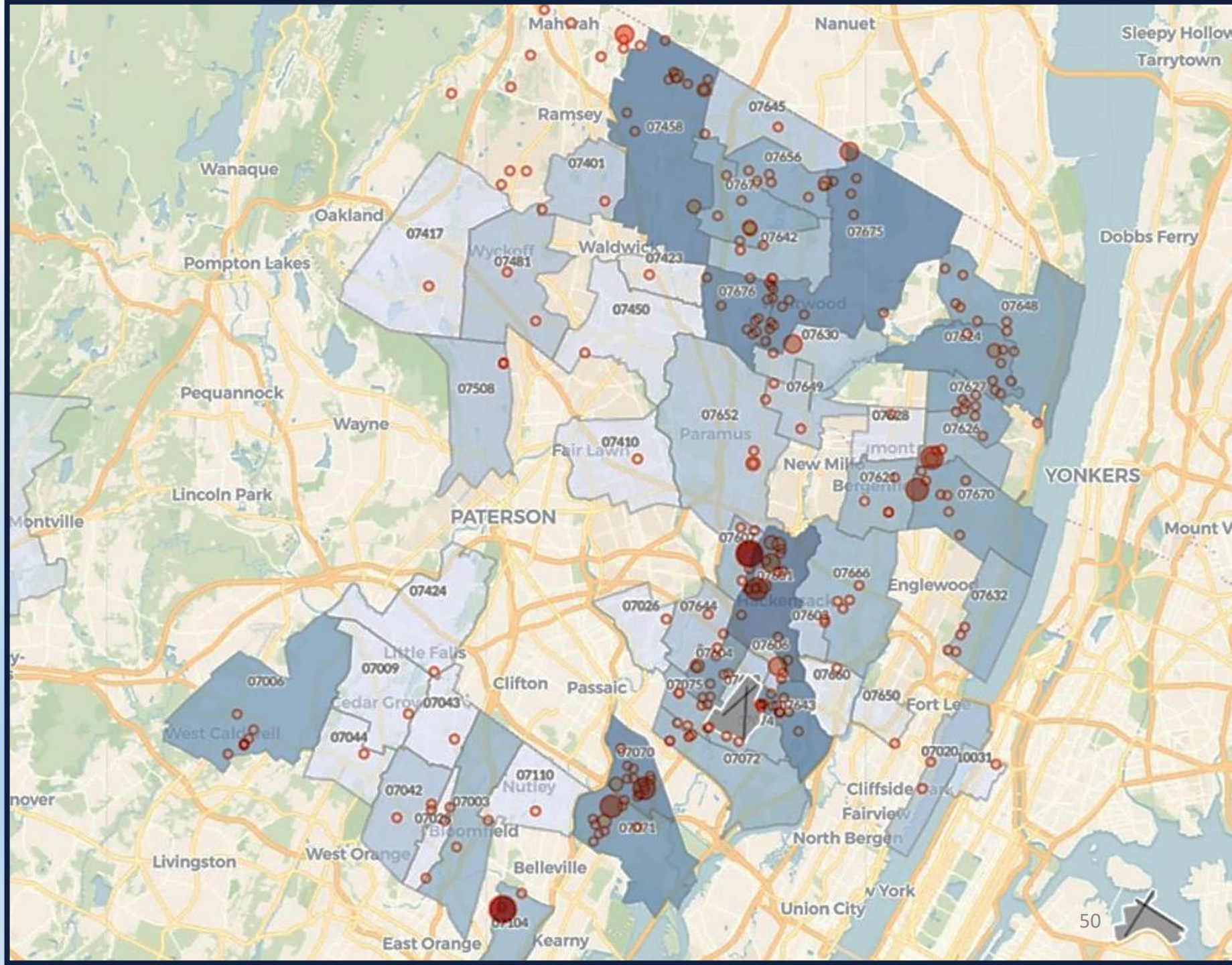
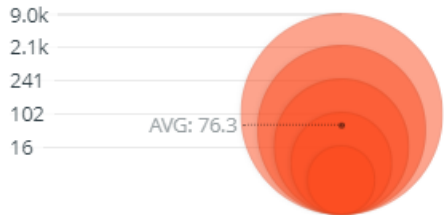
Noise Complaints: Nature of Disturbance

Full Year



Regional Complaints Oct. – Dec. 2022

KTEB Q4 2022



TETERBORO AIRPORT PORTABLE NOISE MONITORING REPORTS

Remote Monitoring Site 109

32 Pascack Rd. Woodcliff Lake, NJ

August 22, 2022 – November 20, 2022

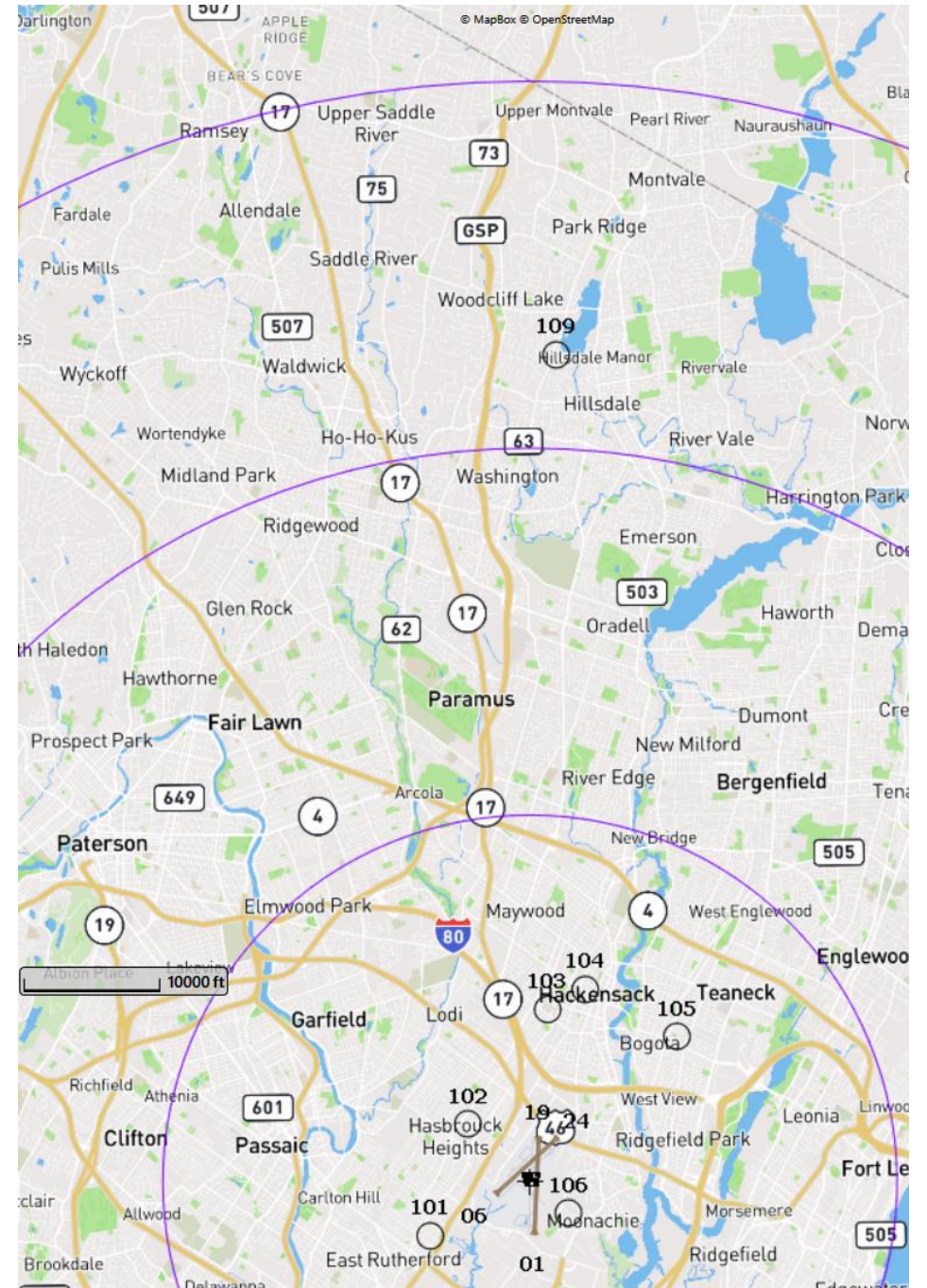
Remote Monitoring Site 110

172 Mountain Way, Rutherford, NJ

November 22, 2022 – January 16, 2022

RMS 109 BACKGROUND

- A portable noise monitor was installed in Woodcliff Lake for a three-month period at the request of TANAAC and the Borough of Woodcliff Lake
- The monitor is located approximately 11.3 miles north of the center of the airport and is adjacent to the instrument approach path for Runway 19
- The noise and operational data presented here is between August 22 and November 20



RMS 109 AIRCRAFT NOISE SUMMARY

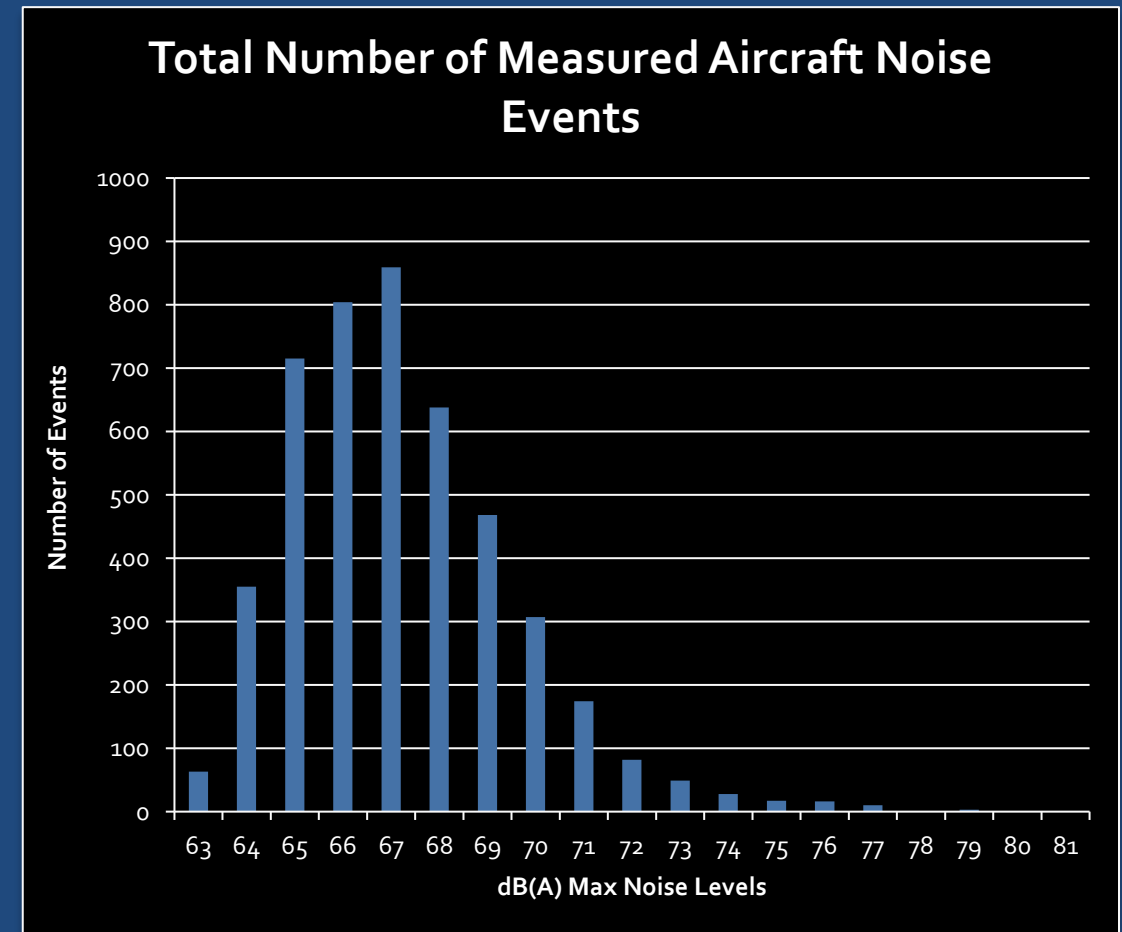
Aircraft Ldn Levels and Noise Events at RMS 109		
Month	Ldn (Aircraft)	Ldn (Community)
August (22-31)	43.8	60.1
September	45.7	58.7
October	46.3	57.5
November (1-20)	47.0	56.1
Total	46.1	58.1

- Average noise levels are measured using the Day Night Average Sound Level (Ldn) metric
- Ldn is a long-term weighted average that adds a 10 decibel (dB) penalty to any noise events occurring between 10:00 PM and 7:00 AM
- LdN is the federally mandated system used by the FAA and airports to measure aircraft noise exposure levels

AIRCRAFT NOISE EVENTS

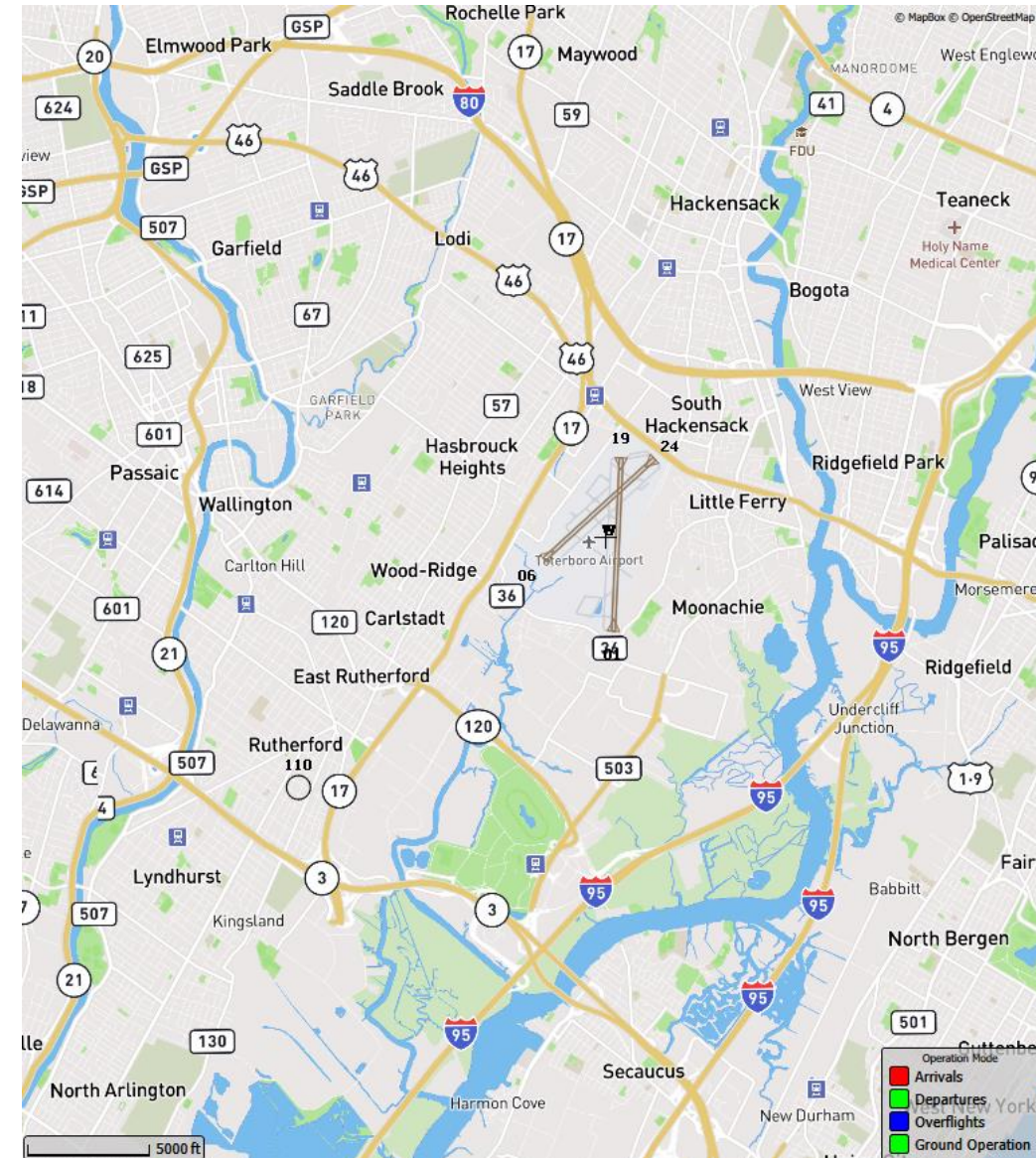
- Individual aircraft noise events were measured using the Maximum Noise Level (Lmax) metric
- Lmax is the maximum, or peak level that the noise reached during the aircraft overflight
- Lmax values at RMS 109 ranged from 63 dB to 81 dB

Month	Number of Aircraft Noise Events Above Threshold (NAT)			
	NAT 65 dB Total number of events	NAT 65 dB Daily Avg number of events	NAT 70 dB Total number of events	NAT 70 dB Daily Avg number of events
August (22-31)	288	29	34	3
September	1,335	45	159	5
October	1,286	41	180	6
November (1-20)	928	46	127	6
Total	3,837	47	500	6



RMS 110 BACKGROUND

- A portable noise monitor was installed in Rutherford for a three-month period at the request of TANAAC and the Borough of Rutherford
- The monitor is located approximately 3 miles southwest of the center of the airport and is adjacent to departures from Runway 24 and the instrument approach path for Runway 6
- The noise and operational data presented here is between November 22 and January 16



RMS 110 AIRCRAFT NOISE SUMMARY

Aircraft DNL Levels and Noise Events at RMS 110		
Month	DNL (Aircraft)	DNL (Community)
November (22-30)	55.9	58.8
December	57.9	59.5
January (1-16)	57.3	56.9
Total	57.5	58.1

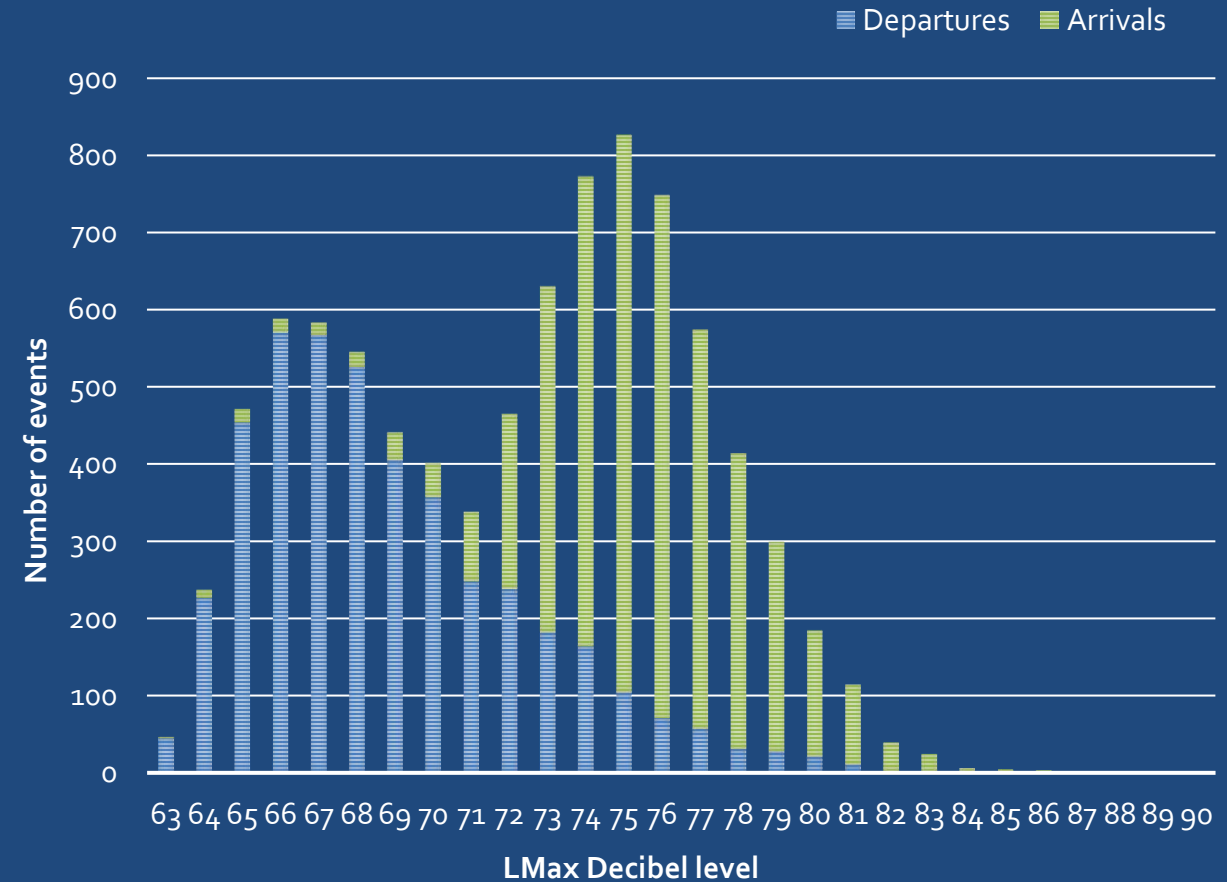
- Average noise levels are measured using the Day Night Average Sound Level (Ldn) metric
- Ldn is a long-term weighted average that adds a 10 decibel (dB) penalty to any noise events occurring between 10:00 PM and 7:00 AM
- LdN is the federally mandated system used by the FAA and airports to measure aircraft noise exposure levels

AIRCRAFT NOISE EVENTS

- Individual aircraft noise events were measured using the Maximum Noise Level (Lmax) metric
- Lmax is the maximum, or peak level that the noise reached during the aircraft overflight
- Lmax values at RMS 110 ranged from 63 dB to 89 dB

Month	Number of Aircraft Noise Events Above Threshold (NAT)			
	NAT 65 dB Total number of events	NAT 65 dB Daily Avg number of events	NAT 70 dB Total number of events	NAT 70 dB Daily Avg number of events
November (22-30)	1,269	141	655	73
December	4,996	161	3,567	115
January (1-16)	2,033	119	1,475	87
Total	8,298	151	5,697	104

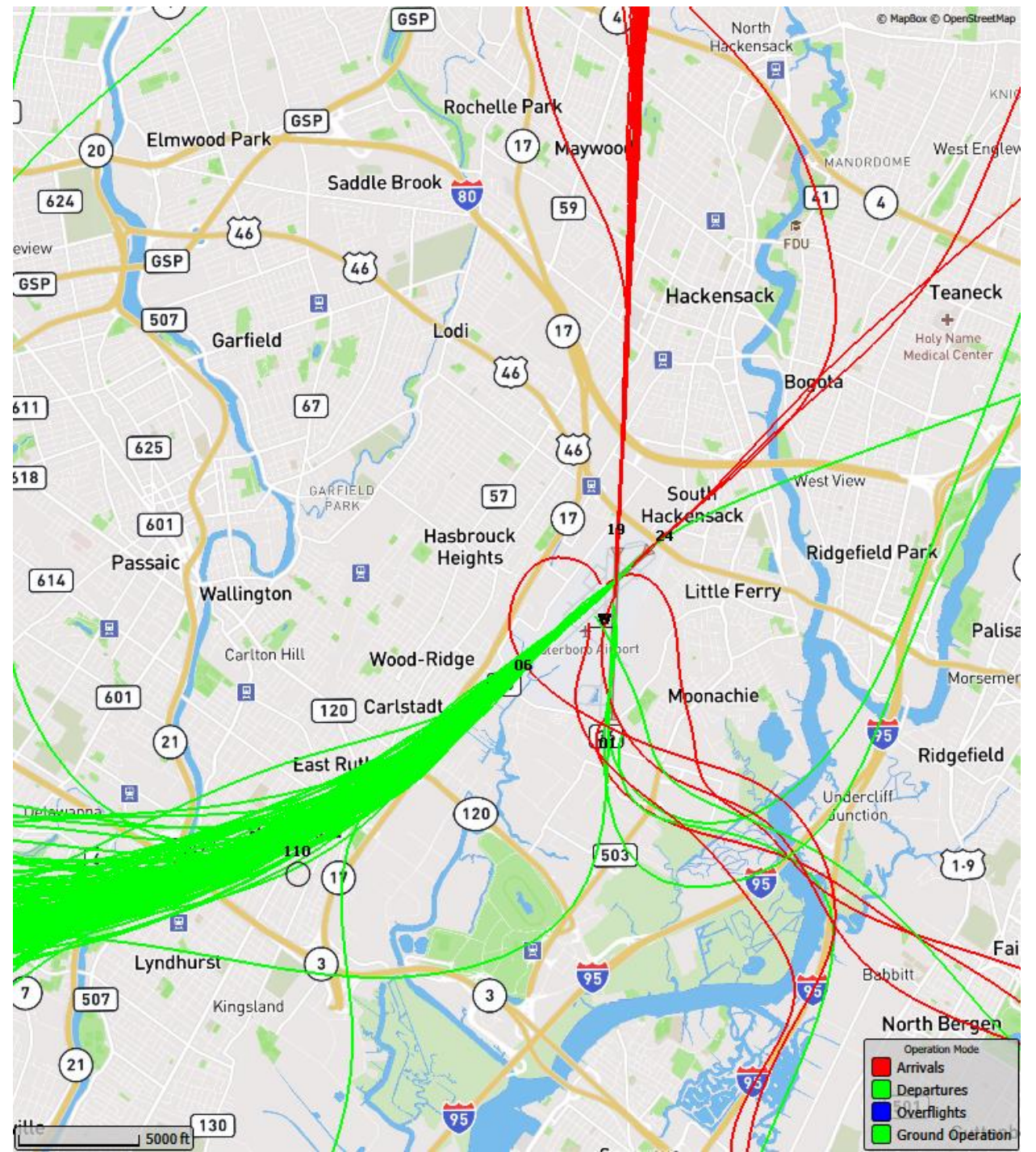
TOTAL NUMBER OF AIRCRAFT NOISE EVENTS (LMAX VALUES)



FLIGHT TRACK ANALYSIS

TEB Arrivals (Red) and Departures (Green) on 12/6/22

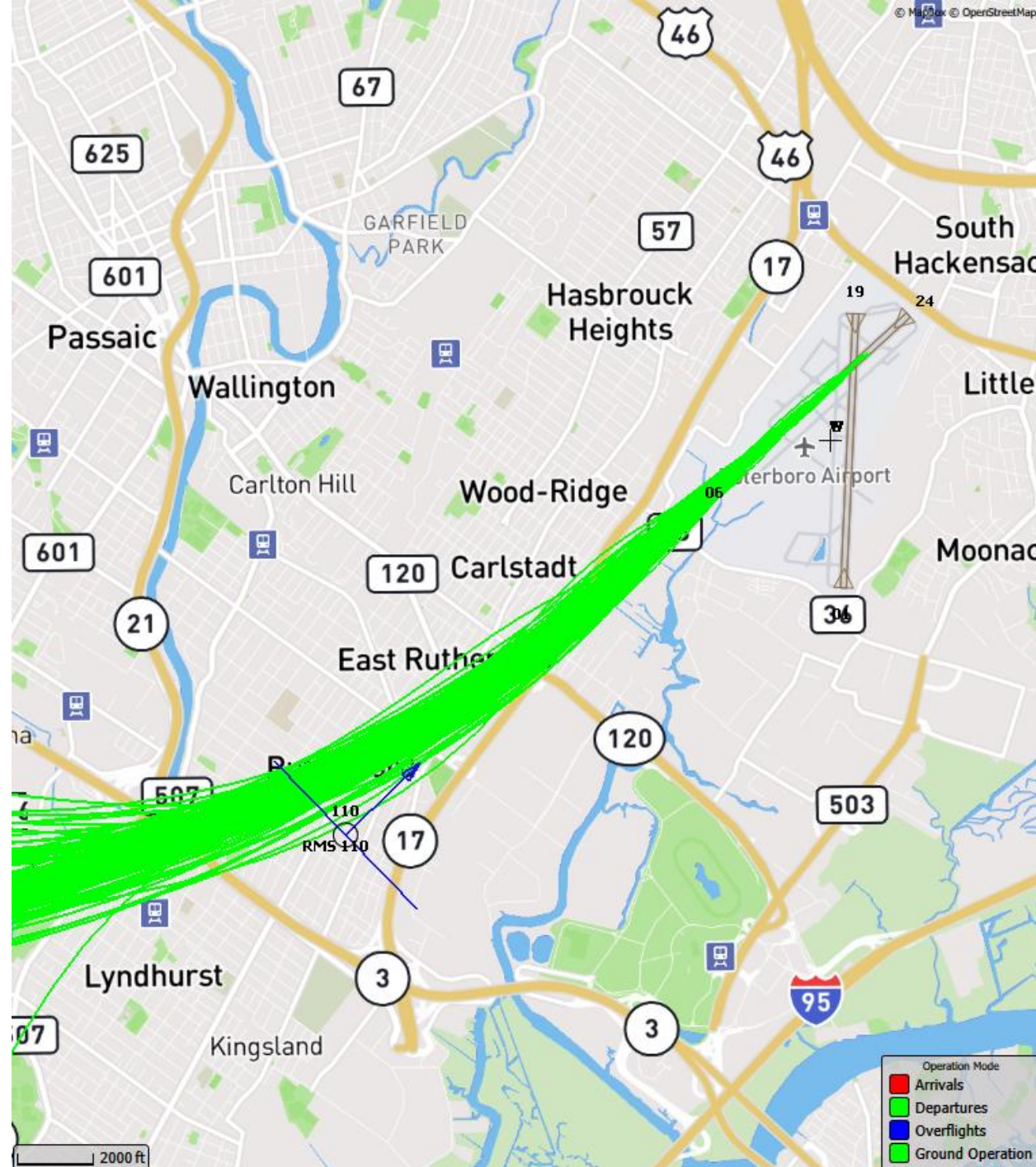
301 departures and 339 arrivals (640 total movements)



FLIGHT TRACK ANALYSIS

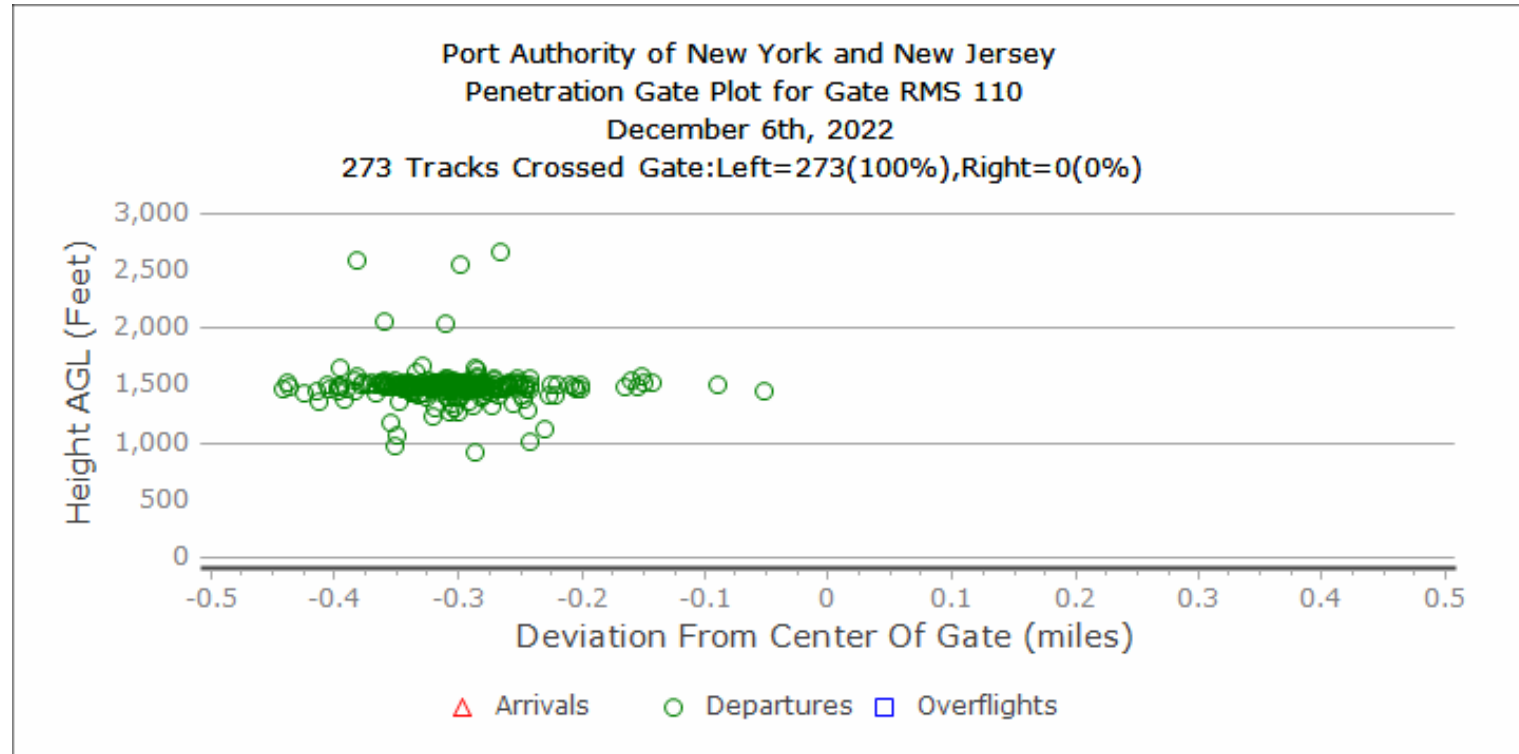
TEB Departures within ½ mile of
RMS 110 on 12/6/22

273 departures flew near RMS 110



FLIGHT TRACK ANALYSIS

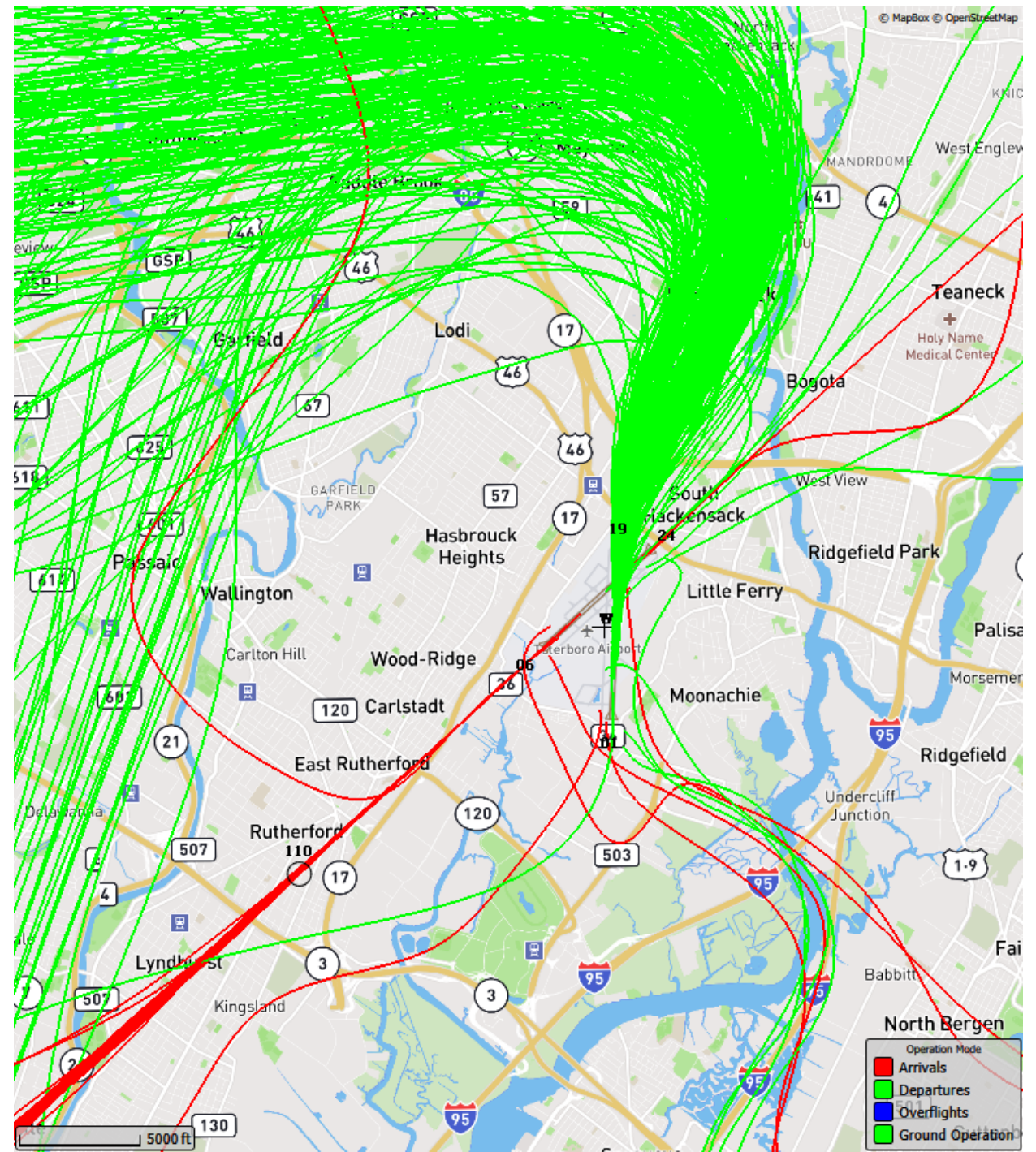
Majority of TEB departures are at approximately 1,500 ft.



FLIGHT TRACK ANALYSIS

TEB Arrivals (Red) and Departures (Green) on 12/12/22

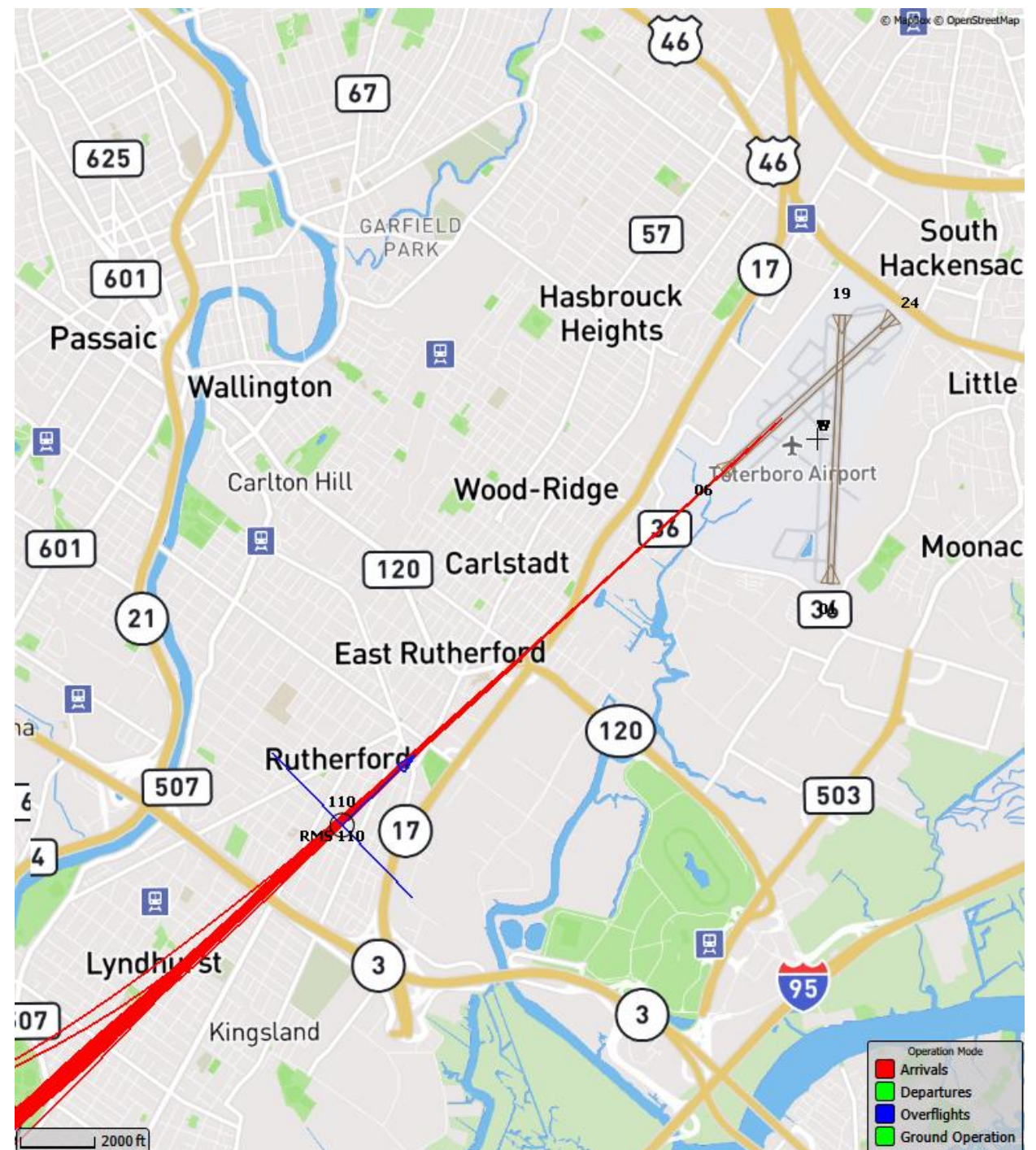
237 departures and 267 arrivals
(504 total movements)



FLIGHT TRACK ANALYSIS

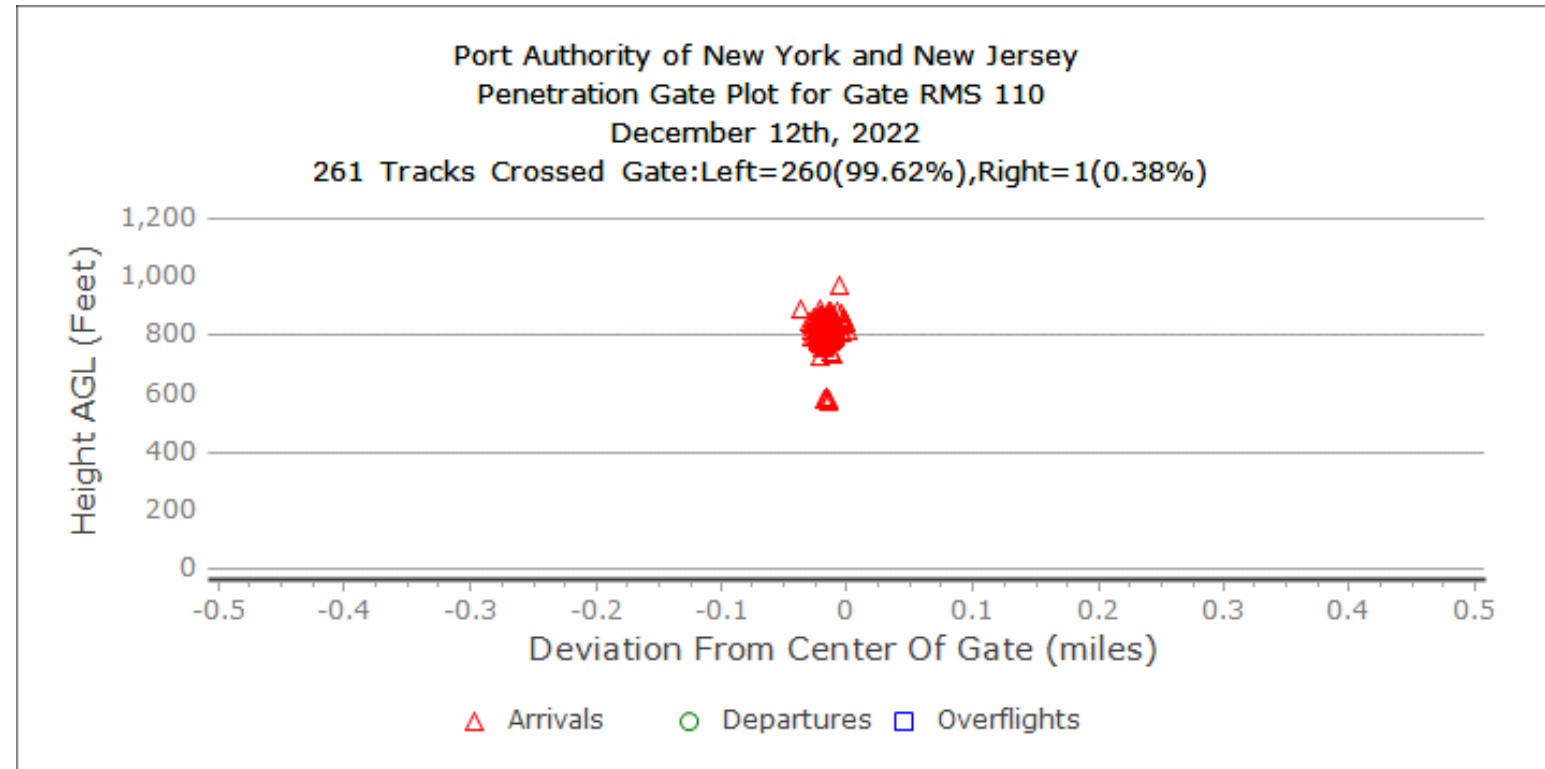
TEB Arrivals within 1/2 mile of RMS 110 on 12/12/22

261 arrivals flew near RMS 110



FLIGHT TRACK ANALYSIS

Majority of TEB arrivals are at approximately 800 ft.



Committee Comments / Questions





General Discussion / Questions

Thank you for your Attendance



**THE NEXT TANAAC MEETING IS SCHEDULED
FOR APRIL 26, 2023**