

**THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

**COMMITTEE ON OPERATIONS**

**MINUTES**

**Thursday, February 28, 2002**

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**THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY****MINUTES OF  
COMMITTEE ON OPERATIONS****2 Broadway  
New York, NY  
Thursday, February 28, 2002****PRESENT:**

Hon. Charles A. Gargano, Chair  
Hon. William J. Martini  
Hon. Anastasia M. Song  
Hon Jack G. Sinagra, ex officio  
Committee Members

Commissioner Sinagra was designated as a substitute Committee Member, ex officio.

Karen E. Eastman, Acting Secretary  
Jeffrey S. Green, General Counsel

Ernesto L. Butcher, Chief Operating Officer  
Janice Chiantese, Special Advisor to the Chairman  
William R. DeCota, Director, Aviation  
Lawrence S. Hofrichter, Assistant General Counsel  
Louis J. LaCapra, Chief of Staff  
James E. McCoy, Senior Administrator  
Margaret R. Zoch, Comptroller

**Guests:**

Paul Josephson, New Jersey Governor's Office  
Robert Zerrillo, New York Governor's Office

The Committee meeting was called to order, in executive session, by the Chair at 3:12 p.m. and ended at 3:30 p.m.

**Action on Minutes**

The Acting Secretary reported that the Minutes of the meeting of December 13, 2001 had been signed and distributed to the Commissioners and staff, whereupon, the Committee approved the Minutes of the meeting of December 13, 2001.

## **TETERBORO AIRPORT - BAN OF STAGE 1 AIRCRAFT**

It was recommended that the Committee on Operations adopt a prohibition of the use of Stage 1 jet aircraft at Teterboro Airport (TEB), effective May 1, 2002.

As a result of the shift from smaller propeller and turboprop aircraft to jet-propelled aircraft at TEB, the level of complaints from surrounding communities has increased over the past five years. Stage 1 aircraft are the oldest and noisiest aircraft allowed to fly, and although they are a small portion of TEB's total aircraft fleet (0.5 per cent), they create a noise impact disproportionate to their numbers. As a result of their age and high operating costs, relatively few of these aircraft continue to operate on a regular basis. No Stage 1 aircraft are based at TEB.

This action will produce a positive environmental impact by lessening aircraft noise in surrounding communities. Based on analyses conducted using the Federal Aviation Administration's (FAA) Integrated Noise Model, staff estimates that this action will remove 580 homes and 1370 individuals from the area near TEB considered to be significantly impacted by aircraft noise.

A survey of the types of activities conducted by Stage 1 operators into and out of TEB indicated Stage 1 operations to be associated largely with transient air taxi service, and a prohibition of Stage 1 aircraft from TEB will not impose a significant economic burden on interstate transportation.

The Committee has the power to act on this matter under Article XI, Section D, Paragraph 9, of the By-Laws.

Pursuant to the foregoing report, the following resolution was adopted by the Committee in executive session with Commissioners Gargano, Martini, Sinagra and Song voting in favor; none against:

**RESOLVED**, that use of Stage 1 jet aircraft at Teterboro Airport (TEB) be and it hereby is prohibited, effective May 1, 2002; and it is further

**RESOLVED**, that the prohibition of the use of Stage 1 jet aircraft at TEB adopted herein shall be included in the next published compilation of rules and regulations for airports operated by the Port Authority, subject to general provisions therein; the form of such prohibition in such compilation shall be subject to the approval of General Counsel or his authorized representative.

## **ALL AIRPORTS - AIRPORT RULES AND REGULATIONS - REVISION**

It was recommended that the Committee on Operations authorize amendment of the airport rules and regulations, as proposed in the form attached hereto. The current airport rules and regulations were last updated in September 1991. Since that time, intermediate revisions have been issued via Airport Manager Bulletins.

Airport rules and regulations, addressing conduct at John F. Kennedy International, Newark International, and LaGuardia Airports, and the Downtown Manhattan Heliport, have been published by the Port Authority from time to time since the Port Authority assumed responsibility for the operation of these facilities. Airport rules and regulations have been updated continually in response to changing conditions and requirements. Amendment is now required to reflect changes in the Port Authority's operating procedures and policies for the airports, in airport facilities, in general aviation practice, and in laws and regulations of other government agencies affecting the airports. The amended airport rules and regulations also provide for the incorporation of regulations concerning conduct at Teterboro Airport, which is now under direct Port Authority administration.

The new document, entitled "Air Terminal Rules and Regulations," updates regulations concerning a variety of subject matters, including safety and security procedures, vehicle requirements and fueling, and provides a new format for ease of use.

The Committee has the power to act on this matter under Article XI, Section D, Paragraph 9, of the By-Laws.

There are no costs associated with this revision other than the printing of the document. Staff is planning an initial printing of 7,000 copies, at an estimated cost of \$35,000. Copies are distributed to Port Authority staff and all airport tenants and a large portion of their employees.

Pursuant to the foregoing report, the following resolution was adopted by the Committee in executive session with Commissioners Gargano, Martini, Sinagra and Song voting in favor; none against:

**RESOLVED**, that the Air Terminal Rules and Regulations be and they hereby are adopted as set forth in the form proposed by staff as attached hereto.

Whereupon the meeting was adjourned.

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Acting Secretary

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Attached to the official copy of the resolution on file in the Office of the Secretary is a copy of the Air Terminal Rules and Regulations, composed of introductory materials on pages i-xii and regulations on pages 1-85), with Appendices A (Definitions, pages A-1 to A-7), B (Ground Vehicles Specifications, composed of introductory materials on pages i-ix and specifications on pages B-1 to B-81), and C (locations for expressive activity on pages C-1 to C-2).