

TANS

Taxpayers for Aircraft Noise Solutions

tanspvnj@gmail.com

June 16, 2023

Marie Kennington-Gardiner
FAA Eastern Region Administrator
1 Aviation Plaza
Jamaica, New York 11434

Dear Ms. Kennington-Gardiner,

The purpose of this letter is to detail some of our concerns in the NJ Pascack Valley (Park Ridge, Woodcliff Lake, Hillsdale, Washington Township, etc.) pertaining to the flight pattern on arrivals into Runway 19 and 24 at Teterboro airport.

First, we have attached a sample flight map of Runway 19 that speaks for itself as it depicts the excessive air traffic over a very narrow land mass in the Pascack Valley. This criticism has been reported frequently to the Teterboro noise office as well as to the TANAAC committee during its quarterly meetings, with a FAA representative present at such meetings.

It seems the level of influence Teterboro has in controlling this air space is limited and the authority to act lies with your office at the FAA.

Set forth is the first of several items which we request be considered by the FAA. Included with the request is a list of questions that need to be answered regarding said request. We will be submitting each request under a separate letter, similar format, so that each request can be addressed thoroughly and efficiently.

Several years ago, prior to Covid, the FAA developed, accepted, and endorsed the Route 17 alternate route as a desirable choice for arrivals to Runway 19 at Teterboro Airport.

This RNAV-GPS X approach to Runway 19 avoids our area and it also provides relief to TANAAC member towns like Hackensack with very little negative impact on any residential neighborhoods in Bergen County. This FAA-developed alternate approach was based on many years of diligent study by teams of Federal air traffic control professionals. When the route was presented by the FAA to the TANAAC Committee, Bergen County residents had a reasonable expectation that this path to Runway 19 would ease the unreasonably high burden placed on residents for years due to the volume of jets flying into Teterboro Airport.

We realize much thought went into the FAA's decision to develop the RNAV-GPS X approach and we would hope the same amount of thought be directed to the use of this route, and not just at night after

10 PM, but certainly during the day and, especially on the weekends. It is even more critical in the Summer, when the burden is greatest, frequently arising from the continuing return of weekenders from places like Martha's Vineyard on Sunday afternoons.

It should be noted that one excuse for not using the alternate route is the presence of a radio tower in Lodi near Route 17, a theory now totally debunked, as such a structure should not affect, in any way, a trained jet pilot, as the tower is quite a distance away from any reasonably anticipated and well managed route into Runway 19. More use of the RNAV-GPS X to Runway 19 can help reduce our noise levels caused by the continued, unfettered use of the current ILS approach to Runway 19.

We need the FAA's help to see that this alternate route is used more in the evening and during the daytime hours as well.

Following are some of our questions:

1. Why are the FAA air traffic controllers not directing more traffic to the RNAV-GPS X Runway 19 alternate route? Are these controllers managing the air traffic from TRACON on Long Island?
2. In good weather, why not reasonably divide the arrivals between the ILS approach, the RNAV-GPS X approach, and the other runways into Teterboro Airport?
3. Why can't the FAA make the RNAV-GPS X route be the preferred route on Saturdays and on Sunday mornings (this is when the volume of arrivals via Runway 19 is at its low point).
4. Based on the attached map, can any reasonably astute aviation professional seriously suggest that this concentration is appropriate? Newark Airport has slot controls in place that do not allow more than 79 arrivals/departures each hour. Teterboro approaches that number periodically and is smaller. Why not establish a maximum number per hour for Teterboro?
5. Please compare the present flight map with a pro forma flight map with RNAV-GPS X Runway 19 approach carrying a more significant quantity of arrivals. Please share this comparison with us via email.
6. Does Essex County Airport prevent increased use of the RNAV-GPS X Runway 19 alternate approach? If it does, please explain how, and why changes there are not being addressed to allow relief to the residents of the Pascack Valley and surrounding towns.

Please confirm receipt of this letter via email to tanspvnj@gmail.com. And share your answers to our questions via email as well. Thank you in advance for your time and consideration.

Sincerely,

Taxpayers for Aircraft Noise Solutions (TANS) Representatives...

Warren Feldman (Woodcliff Lake) Audrey Herget (Park Ridge) Mary Ellen Stickel (Washington Township)

Cc: Governor Murphy
Congressman Gottheimer
Congressman Pascrell
State Senator Schepisi
County Executive Tedesco
Port Authority Chairman O'Toole
Gabriel Andino, Avports | Teterboro Airport