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PUBLIC MEETING

before

ASSEMBLY AIRPORT NOISE ABATEMENT STUDY COMMITTEE

To gather information and take testimony on aircraft noise, its effects on New Jersey residents, and methods of abating aircraft noise

October 28, 1987
Freeholders Meeting Room
Bergen County Administrative Building
Hackensack, New Jersey

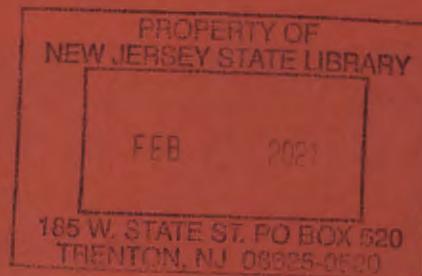
MEMBERS OF COMMITTEE PRESENT:

Assemblywoman Maureen B. Ogden, Chairwoman
Assemblyman Nicholas R. Felice
Assemblyman D. Bennett Mazur

ALSO PRESENT:

Assemblyman Louis F. Kosco, District 38
Assemblyman John E. Rooney, District 39
Assemblyman William "Pat" Schuber, District 38
Bergen County Freeholder Barbara H. Chadwick

Amy E. Melick
Office of Legislative Services
Aide, Assembly Airport Noise
Abatement Study Committee



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New Jersey State Legislature
ASSEMBLY AIRPORT NOISE ABATEMENT
STUDY COMMITTEE

STATE HOUSE ANNEX, CN-068
TRENTON, NEW JERSEY 08625
TELEPHONE: (609) 984-7381

JREEN OGDEN
chairwoman
HOLAS R. FELICE
ER J. GENOVA
LIE B. BROWN
IENNETT MAZUR

October 16, 1987

NOTICE OF A MEETING OF THE
ASSEMBLY AIRPORT NOISE ABATEMENT STUDY COMMITTEE

The Assembly Airport Noise Abatement Study Committee will hold a committee meeting at 7:00 p.m. on Wednesday, October 28, 1987, in the Freeholders Meeting Room (Room 427) of the Bergen County Administrative Building, Hackensack, New Jersey.

This meeting will be the third in a series of committee meetings to be held throughout the State to gather information and take testimony on aircraft noise, its effects on New Jersey residents, and methods of abating aircraft noise.

Anyone wishing to participate should contact Amy E. Melick at (609) 984-7381.

Directions: From Route 80 take the Hudson Street Exit north. The courthouse and administrative complex are on the corner of Hudson, Essex, and Main Streets. Parking is available behind the complex. From Hudson Street turn right onto Court Street and use the first entrance into the parking lot.

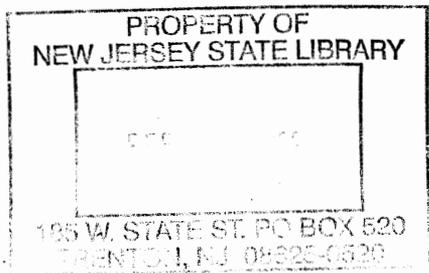


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ASSEMBLYWOMAN MAUREEN B. OGDEN (Chairwoman): We would like to get started at this time. I am Assemblywoman Maureen Ogden. I am Chairman of this Assembly Airport Noise Abatement Study Committee. I thank all of you for coming here this evening.

As you know, this is the third in a series of probably five meetings we are holding on the subject of airport noise throughout the State of New Jersey. The first one was held in Union County earlier this month; the second one was held in the middle of the month in Morristown. We are seeking information from those who are involved in running airports, from the various agencies that have supervision over airport activity, from residents, and from other particular experts, in an attempt to get an understanding of what the problem is with airport noise throughout the State, and to, wherever possible, receive recommendations from individuals or agencies in terms of what can be done. We will be making a report to the full Assembly sometime early next year.

At this time, I would like to introduce the two members of the Committee who are here with me -- Assemblyman Nick Felice and Assemblyman Ben Mazur. Unfortunately, the other two members of the Committee are not here. Assemblyman John Rooney is also here. Assemblyman Rooney, as most of you probably know, is a Bergen County Assemblyman, and he will be sitting with the Committee tonight. I see Assemblyman Pat Schuber. Pat, if you would like to join us up here, we would be happy to have you, also. To my right here is Amy Melick, the nonpartisan legislative staff member assigned to this Committee. Over further, we have the Legislative Services hearing reporters.

Would any of the members of the Assembly like to make a statement at this time?

ASSEMBLYMAN FELICE: If I may, Madam Chairman. First of all, I would like, as one of the host legislators of the

Committee, on a bipartisan basis, along with my Assembly Committee colleague, Assemblyman Mazur, both of us representing Bergen County, and the other legislators who you see here who are also from Bergen County-- I would like to thank the Chairman of the Freeholders, Charles O'Dowd, and the other Freeholders, for allowing us to use their facilities at a very difficult time, when the amount of space available on a Wednesday evening is at a minimum. I thank the Freeholders and the people in our county for allowing us to use the facilities for something that is very important to this whole area. I see one of our Freeholders here, Barbara Chadwick, and we would like to invite her to join us, if she would. Barbara, would you like to come up and join us? (no response) I hope we don't have your seat. Anyway, I do appreciate the efforts made on a bipartisan basis to get this meeting together.

ASSEMBLYWOMAN OGDEN: Ben?

ASSEMBLYMAN MAZUR: Yes. This is the third in a series of meetings we will be having around the State, as the Chairperson has indicated. We were last in Morristown, and we received a good deal of evidence there.

Of course, the task of this Committee is primarily one of research. We want to get all the testimony we can, all the information we can, and hopefully from this will come some legislation. We are aware that our domain is severely circumscribed by Federal preemption of air traffic through the FAA. However, there appear to be some areas that we can deal with. I think our eminent Chairperson will be proposing some legislation in this area.

But, right here in Hackensack, we are underneath a number of approach patterns -- Teterboro, Teaneck, LaGuardia -- takeoff patterns. We are at the hub of a good deal of activity, far more than in the other locations. We will be very interested in what testimony you give us.

ASSEMBLYMAN ROONEY: I am here tonight to testify. I won't give my testimony right now, but I would like to thank you. I am here on behalf of the constituents of my district. Surprisingly, northeast Bergen County has been impacted by the same noise problems that the rest of you have. I have had complaints from Milford, from River Edge, and from as far north as Montvale. This is an issue that I am getting more and more correspondence in my office about. Obviously, there is something that has changed within the last year or so in the air traffic pattern. I am here to express the concern of my constituents. I have a report that I will read at a later time.

ASSEMBLYWOMAN OGDEN: Assemblyman Schuber?

ASSEMBLYMAN SCHUBER: Yes, Maureen. I thank you and the members of the Committee for coming to Bergen County to take up this very, very important issue, which I think impacts especially hard on Bergen County. In particular, my concern is the noise generated by Teterboro Airport -- our local airport in this district here which I represent. Certainly, as John has indicated from his communities, I, too, over the years, have heard from our communities in the northern tier of Teterboro -- Little Ferry, Bogota, Hackensack, Ridgefield Park, and Teaneck, which is Ben's area. Certainly there have been some positive steps with regard to noise, as far as noise monitoring systems are concerned, which have just been introduced into the Teterboro Airport area, to help us to monitor the noise that exists.

What I think is very, very important is that we have to go a little bit further with regard to this. I recognize there is dichotomy in jurisdiction between the State and the Federal government on this. We have to establish the various noise standards that are going to be required for these four airports that will be comfortable for the citizens of our areas, so there is not a continuing nuisance. Second, we have to provide penalties for the violations of them, which I don't

think exist at this time. Further to that also, I think we have to support the legislation in Congress that will ban the Type 1 airplane engine, which I think will go a long way toward relieving the type of situation which we have been plagued with here for so long.

Again, I welcome the Committee here. I think it is a positive step toward helping our citizens in this particular area to address a very, very nagging, consistent, and long-term problem.

ASSEMBLYWOMAN OGDEN: Thank you. Freeholder Chatwick, would you like to say anything at this particular time?

FREEHOLDER CHATWICK: No, I think I will save it until later. Thank you.

ASSEMBLYWOMAN OGDEN: I would also like to welcome Assemblyman Lou Kosco, who is joining the Committee here. We're glad you are here, Lou.

ASSEMBLYMAN KOSCO: Thank you.

ASSEMBLYWOMAN OGDEN: Would you like to say anything before we begin?

ASSEMBLYMAN KOSCO: Yes. We had a meeting this week, as a matter of fact, down at the Teterboro Airport, with the members of the airport, some pilots, interested people, and legislators from many of the surrounding districts. Little Ferry, Hasbrouck Heights, and most of the communities in the area were represented at that meeting. We have established a communication system, where we are going to continue to meet.

One of the things that was discussed -- and Assemblyman Schuber indicated the Type 1 aircraft before -- was a very important one that was brought to my attention. That was that some airplanes, even the Type 1 aircraft, can be landed and can take off-- If the pilot has the proper education in how to use that aircraft, he can exercise certain techniques that will allow that aircraft to make less noise, depending on how he is piloting it. That is one of the issues

that was discussed quite heavily at the meeting the other evening down at the Teterboro Airport.

So, we are trying to address it from as many different areas as we can, prioritizing airstrips, so that at certain times certain planes will use certain airstrips. It is something that we have been concerned about. Again, as Pat Schuber said, our immediate concern is the Teterboro Airport, because that is the district that we represent. But we are certainly concerned about what we can do throughout the State.

ASSEMBLYWOMAN OGDEN: Thank you very much, Assemblyman Kosco.

This evening, we have the Manager of the Teterboro Airport, Mr. Philip Engle, who is prepared to testify. I would like to call Mr. Engle first, and then next we will take elected officials or other agencies that are represented.

P H I L I P W. E N G L E: Good evening. For those of you who do not know me, my name is Philip Engle. I am the Airport Manager for Pan American World Airways at Teterboro Airport. I, therefore, welcome this opportunity to address this Committee about Teterboro Airport and the initiatives which have been put forward in our attempt to make the airport, in all aspects, a good neighbor to those communities in the vicinity of the airport.

Teterboro Airport is owned by the Port Authority of New York and New Jersey. It is operated by Pan American World Airways under a 30-year operating agreement which started January 1, 1970. Teterboro has been designated as a general aviation reliever airport according to the National Plan of Integrated Airport Systems. This defines the role of the airport in serving the general aviation community. Because of the airport's convenient location and accessibility to the business community and nearby recreational areas, as well as the expanding river-front developments in North Jersey, the facility is used by both corporate and private operators.

It is important to note that conditions stipulated in the operating agreement between the Port Authority and Pan American prohibit Teterboro from accommodating scheduled air carrier operations due to its functional role as a general aviation reliever airport. As the term implies, the airport relieves congestion at the air carrier airports by providing the general aviation community with a safe, attractive, and operationally efficient landing alternative. Such alternative airports better serve general aviation in as much as they are specifically designed and operated for that segment of air traffic and, in addition, users generally find them to be closer to their destinations than available air carrier airports. Additionally, a weight restriction is imposed which excludes any aircraft with operating weights in excess of 100,000 pounds from operating at Teterboro Airport.

Any discussion of Teterboro Airport must first be preceded by defining the responsibilities of the various agencies concerned with the operation. Pan American, as the airport operator, is responsible for developing and maintaining the physical structure of the airport in a safe and operationally efficient manner. The Federal Aviation Administration -- FAA -- by Federal law, sets and applies standards for air traffic control, aircraft safety, and noise. The FAA has the exclusive authority over the routing of traffic in the nation's air space. The aircraft pilots are responsible for the safe operation of their aircraft while adhering to established procedures, including noise abatement procedures.

As the operator of Teterboro Airport, Pan American, since 1970, has been dedicated to operating a safe and operationally efficient airport. We have stated and shown over the past 17 years that safety has been our highest priority, with noise abatement a very close second.

In the area of safety, Pan American does not believe in simply adhering to established regulations; we continually

surpass these requirements. In 1973, 14 years ago, Teterboro Airport voluntarily applied for and received certification for airport safety under Part 139 of the Federal Air Regulations, making the airport the first general aviation airport in the nation to be so certified. Under this certification, which we continue to maintain today, we must meet prescribed operating and safety standards, terms and conditions as required by the FAA, and we are subject to inspections by the FAA on a continual basis. The regulations dictate facility requirements and procedures which are followed at the air carrier airports like Newark, Kennedy, and LaGuardia. Pan Am is proud of this initiative and is committed to a level of safety at our general aviation airport equivalent to that required at an air carrier facility.

Teterboro Airport makes an important economic contribution to the surrounding area and the region. On Teterboro Airport there are 1780 full-time and 90 part-time employees in 60 aviation-related businesses. If considered as a single entity, the airport is in the top 100 employers in the State of New Jersey, in the top 10 in Bergen County, and in the top five in the Meadowlands area. The economic effect of the estimated annual payroll of more than \$60 million is evident in the region, with 22% of the employees residing within five miles of the airport, 62% within 10 miles, and 94% within 15 miles. These figures do not include those businesses which are located in the region because of the proximity of the airport or those businesses which rely directly upon the existence of the airport. You may also be interested to know that each day more than \$50 billion dollars in canceled checks pass through Teterboro Airport destined for banks all over the country. (Several negative responses from audience at this point.)

While these economic contributions to the county are important, our highest priority next to safety, is noise abatement. No one likes aircraft noise -- not the airport

operators, not the aircraft operators, not the Federal Aviation Administration, and certainly not the residents in the communities surrounding the airport. Pan American, over the past 17 years, recognized the need to help reduce aircraft noise to the extent possible and permissible under the law. This has led us to recommend procedures to be followed by aircraft operating in the vicinity of the airport. The development of regulations regarding aircraft noise has always been the responsibility of the Federal government through the FAA. While an airport operator who is concerned about the noise impact on nearby residents may recommend procedures which he feels will allow aircraft to operate in a safe, efficient, and quiet manner, the FAA must fully approve any such procedures. In that regard, all operators of turbine powered aircraft must obtain the airport's permission to operate prior to their first landing at Teterboro. As part of that permission, the aircraft operator gives assurance, in writing, that he will abide by the aircraft noise abatement procedures.

Since the 1970s, Teterboro has had in effect a preferential runway system whereby turbine powered aircraft must utilize the preferential runway, away from local residents, whenever weather and safety considerations permit the use of that runway. In addition to our preferential runway system, we have established, and continue to modify, helicopter noise abatement approach and departure routes to and from Teterboro Airport in an attempt to keep the helicopters from overflying nearby residents.

Pan Am has also established and manned, on a 24-hour-a-day basis, a community noise abatement hot line at the airport. This is a recorded telephone line for receiving noise complaints from the nearby residents whenever they are disturbed by aircraft noise. We have also tried to be accessible to both the community leaders and the residents surrounding the airport at public and informal meetings,

sharing with them recent developments at the airport and listening to the comments and complaints from the communities themselves.

Just last month, Teterboro Airport, with the Federal Aviation Administration's assistance, installed a permanent, state-of-the-art noise monitoring system. This system was installed at a cost in excess of \$400,000. It consists of a total of six remote noise monitoring sites, installed in the communities surrounding Teterboro Airport, and two portable noise monitors which are utilized in the various communities located adjacent to, or in the vicinity of Teterboro, as the need arises, or at the request of local officials. In addition to the monitors themselves, this new system has the ability to correlate the data received from the monitors with any aircraft information which we input directly into the system. All of this information creates a reliable data base for both aircraft activity and noise events in the area surrounding Teterboro Airport. The information that is gathered is public and will be disseminated to the community leaders, a process which has already begun through meetings with the leaders and the airport operator.

Teterboro Airport, which is one of the first general aviation airports in the country to install such a system, is dedicated to making this new permanent noise monitoring system the best of its kind at a general aviation airport anywhere. We have already placed on the staff at Teterboro a noise abatement officer who is responsible for the operation of the system. Training for that individual has been estimated to be in excess of \$20,000. The operation of the system itself has been budgeted in excess of \$150,000 a year. It is our opinion that the permanent noise monitoring system at Teterboro Airport will prove to be beneficial in helping us to reduce the impact of aircraft noise on our surrounding communities.

As I stated previously, the FAA's mandate includes the enhancement of safety in flight, as well as the establishment of procedures to reduce aircraft noise. To that end, the Federal government, through the FAA, has set regulations for the reduction of aircraft noise which benefit residents surrounding airports. The FAA established Federal Aviation Regulations Part 36, which sets noise limits on aircraft that may be certified in this country. It is through existing and future Federal legislation that true advancements may be made in noise abatement by reducing aircraft noise at its source.

Pan Am is proud of the initiatives we have taken to help reduce aircraft noise in the communities surrounding the airport, and we look forward to the future and working with the data which our new system will provide.

In recent years, Pan Am has attempted to be a good neighbor to the nearby communities through such organizations and programs as the New Jersey Aviation Hall of Fame; the Boy Scouts of America, where we sponsor an Explorer Post and are active in the Bergen Council; the Meadowlands Chamber of Commerce; Senator Bill Bradley's Adopt-a-School Program; and the Teterboro Airport Scholarship Program, which we founded two years ago and through which we have already distributed \$7000 to local youths pursuing higher education. In fact, three weeks ago, we raised another \$6000 for distribution next year. In addition to these activities, Teterboro Airport serves as the primary receiving point for hearts and other human organs used for lifesaving transplant operations performed at all hours at medical centers throughout the metropolitan area.

Teterboro Airport has clearly demonstrated its willingness to be a good neighbor and, within the limits of our capabilities, to be in the forefront of active, meaningful noise abatement measures. We are proud of our efforts in the past; of our safety initiatives, and the favorable economic impact the airport has on the region and the State of New

Jersey, and we are committed to working with Federal, State, and local representatives on areas of mutual concern.

I would, in closing, like to thank Chairwoman Ogden and the members of this Committee for the opportunity to address this important subject.

ASSEMBLYWOMAN OGDEN: Thank you very much, Mr. Engle. At this time, I would like to ask members of the Committee if they have questions.

For those of you who are in the audience, there is a list up here of people who have already signed up by contacting Amy Melick and stating that they wanted to speak. If there are others who wish to speak, there are forms here by which you may sign up.

Possibly, Mr. Engle, the way we can do it-- If there are questions people would like to ask of you -- while I don't want this to be a forum in which they interrogate you-- If you can stay until the end of the meeting, we will gather the questions that people have, and will ask them then.

Nick?

ASSEMBLYMAN FELICE: Yes. This new system you put in -- this monitoring system -- where are the monitors located surrounding Teterboro?

MR. ENGLE: There are six monitors: One monitor is on Division Avenue in Carlstadt; the second monitor is up across from the Municipal Building in Hasbrouck Heights; there is a monitor on top of the Hackensack Medical Center; there is a monitor by the Hackensack City Hall; there is a monitor by Bogota High School, at the Teaneck/Bogota border; and the final monitor is in Moonachie, on Joseph Street.

The locations of the permanent monitoring sites were very carefully chosen to encompass the flight tracks that normally an aircraft would follow either arriving or departing from the airport.

ASSEMBLYMAN FELICE: At what level does the monitor give you a reaction that you consider a high level noise abatement -- a dB, or whatever level you are using?

MR. ENGLE: Right now, Mr. Felice, we're working on developing those standards. Through the Noise Abatement Committee, which Mr. Kosco mentioned before, we are going to be looking at noise events created by the different types of aircraft, so we will be able to determine an envelope in which an aircraft of a specific type can operate. The first area to be addressed will be those aircraft that operate outside that envelope. At the present time, we are gathering the data to enable us to make those kinds of determinations.

ASSEMBLYMAN MAZUR: Tell me what happens when a noise event takes place. That happens to the pilot, or the person who causes the noise event?

MR. ENGLE: At the present time, if there is an operation which we consider to be particularly noisy, that pilot is contacted directly by one of the supervisors. When a noise complaint is called in to the office, one of the supervisors goes out and contacts the plane if it is an arrival. If it is a departure and we get a noise complaint, or if the noise monitor shows that a particularly noisy operation occurred, that aircraft and the owner of that aircraft will be contacted by the noise abatement officer from the airport, basically asking him to abide by the noise abatement regulations. The second time, it is a more stringent letter. The thing we can do now is restrict the use of the airport through the "permission to operate" letter. If we find someone who continually avoids abiding by the noise abatement procedures, we can withdraw permission to operate from the airport.

ASSEMBLYMAN MAZUR: You haven't used this procedure in the past, though?

MR. ENGLE: We have used it a couple of times in the past.

ASSEMBLYMAN MAZUR: But no one's permission to operate has as yet been denied?

MR. ENGLE: Not with the new system, no.

ASSEMBLYMAN MAZUR: But you will have the ability to do that in the future. Is that correct?

MR. ENGLE: Yes, sir.

ASSEMBLYMAN FELICE: By that do you mean that those aircraft will be refused landing at Teterboro?

MR. ENGLE: We will send them a letter saying that they are no longer welcome at the airport.

ASSEMBLYMAN FELICE: Or double their fees, one or the other.

FREEHOLDER CHADWICK: May I ask a question?

ASSEMBLYWOMAN OGDEN: Certainly.

FREEHOLDER CHADWICK: Do you have any temporary monitors that you are putting down in other places in South Bergen?

MR. ENGLE: The two portable monitors that are part of the system are out right now. One is gathering data in Moonachie, and the other is gathering data in South Hackensack.

ASSEMBLYMAN MAZUR: Ms. Chadwick is also the Mayor of Rutherford.

MR. ENGLE: I know.

FREEHOLDER CHADWICK: He knows that. Yes, we have some problems in Rutherford, too. That is why I wondered if there was any possible chance that there would be a monitor down in our town, or near our town.

MR. ENGLE: We are trying to work as close to the airport as we can, at this point, and then work out further as the opportunities present themselves.

FREEHOLDER CHADWICK: I understand.

MR. ENGLE: The portable monitors themselves-- This is the first time that any of this sophistication have ever been manufactured, so both we and the manufacturer are doing a

lot of experimentation with them right now, to get the data we need.

FREEHOLDER CHADWICK: Yes, thank you.

ASSEMBLYMAN SCHUBER: Phil, could you tell us, has the Federal Aviation Administration set any noise standards for what is acceptable and what is not acceptable?

MR. ENGLE: No, they have not.

ASSEMBLYMAN SCHUBER: They have not?

MR. ENGLE: No, except for the certification under Part 36, which is the certification standards for aircraft.

ASSEMBLYMAN SCHUBER: I think that is one of the areas that really must be addressed. As far as bringing true meaning to all of the procedures we are undergoing with regard to noise monitoring -- noise abatement -- there are no standards to go by.

MR. ENGLE: According to the rulings of the Federal court, particularly in the Westchester County case, in order to set regulations, they cannot be arbitrary, discriminatory, or capricious.

ASSEMBLYMAN SCHUBER: We recognize that.

MR. ENGLE: The data we are putting together will hopefully help us to make regulations for the use of the airport and set some standards which we can abide by. But it is only through the collection of that data and getting the data in place that we can do something like that.

ASSEMBLYMAN SCHUBER: To your knowledge, does the Federal Aviation Administration have a set of penalties for those pilots or companies that continuously abuse the noise system as you have indicated?

MR. ENGLE: No, sir, they do not.

ASSEMBLYMAN SCHUBER: They do not. I think that is another hole in the system that has to be tied up, too, before this has any meaning.

ASSEMBLYWOMAN OGDEN: John?

ASSEMBLYMAN ROONEY: On the noise standards, or lack thereof, do you have any data right now as to the noise levels you are monitoring at these different sites? Do you know what the levels are?

MR. ENGLE: We only have very preliminary data. It will take a while to accumulate.

ASSEMBLYMAN ROONEY: What kind of levels are you looking at -- dBA?

MR. ENGLE: There are varying levels. Right now, without having the data in front of me, and not knowing which events are noise events-- We have had some in excess of 95 dBA, which have been addressed by the noise abatement officer -- particular operations. We have had others which are very quiet, in the area of 70 dBA at the monitoring sites. It depends on the aircraft and the technique.

ASSEMBLYMAN ROONEY: That's not quiet. By Federal highway standards, 65 dBA after 10 p.m. is not allowed. That is highway standards. So, there are Federal standards then, if we interpret them as highways in the sky. We can say that 65 dBA after 10 p.m. is not acceptable on a roadway, so why should it be acceptable overhead? You're saying that 70 dBA is acceptable. I don't accept it. Ninety is totally-- That is the equivalent of a subway train coming into a subway station while you are standing there. That is the equivalent of 90 dBA.

Now, if we are getting into some actual cases, I think you have some real problems. Maybe you ought to start looking at some of the other standards we now have to use. I know in my own community, when I was Mayor there, we had the DEP come up and do some monitoring on some air conditioning units that exceeded 70 dBA. They were told to cease and desist.

ASSEMBLYMAN FELICE: On that particular issue, right now, the triggering mechanism that gives you a light starts at what level?

MR. ENGLE: At 65 dBA.

ASSEMBLYMAN FELICE: At 65 dBA, so you are getting at the level where the standards nationally will tell you that there is a problem, and correlate that with the aircraft that are taking off and landing. In other words, you still have the procedure for checking each aircraft landing and taking off, for the landing fees and the FAA procedures.

MR. ENGLE: Yes, sir.

ASSEMBLYMAN FELICE: So you will know in what direction at what time-- This is correlated with your computer?

MR. ENGLE: That is correct, sir.

ASSEMBLYMAN FELICE: With the monitoring device, when the dBA level reaches over 65, it will tell you particularly that that warning was at that higher level?

MR. ENGLE: Yes, sir.

ASSEMBLYMAN FELICE: Okay.

ASSEMBLYWOMAN OGDEN: Do you have any questions, Lou?

ASSEMBLYMAN KOSCO: I asked him all my questions the other night. There is no sense in asking questions that I already know the answers to, so I will just wait and see if there is something that is not covered, and then I will go back to it.

ASSEMBLYWOMAN OGDEN: Do you know, Mr. Engle, currently, the approximate mix of your planes in terms of Stage 1, Stage 2, and Stage 3?

MR. ENGLE: No, ma'am. We do not maintain any records based on the stage of the aircraft. It is our estimation that we have, oh, I'd say, about eight to ten aircraft operating at night, which are the Stage 1 aircraft.

ASSEMBLYWOMAN OGDEN: Stage 1 being the noisiest?

MR. ENGLE: That is correct.

ASSEMBLYMAN MAZUR: Who operates these Stage 1 aircraft at night?

MR. ENGLE: Generally, they are operated by air courier operators in the service of the banking community and the Federal Reserve Bank.

ASSEMBLYMAN MAZUR: Bringing in canceled checks?

MR. ENGLE: Yes, sir.

ASSEMBLYMAN MAZUR: How do they get that business?

MR. ENGLE: It is a government low-bid contract.

ASSEMBLYMAN MAZUR: It's a low-bid contract?

MR. ENGLE: Yes, sir.

ASSEMBLYMAN MAZUR: And the Federal government or the Post Office -- the Postal Department--

MR. ENGLE: The Federal Reserve.

ASSEMBLYMAN MAZUR: The Federal Reserve. They haven't written anything on the quality of the aircraft into the bid standards?

MR. ENGLE: I understand they are now looking at doing that, whereby, under the new contracts, only Stage 2 or better aircraft can be used.

ASSEMBLYWOMAN OGDEN: You said that at night eight to ten Stage 1 aircraft were operating. Now, are you talking about ten at night and six the next morning? Is that what we mean by "at night?"

MR. ENGLE: Yes, ma'am.

ASSEMBLYWOMAN OGDEN: That is the total operation at nighttime. What would your operation be during the day? Roughly how many flights?

MR. ENGLE: Of the Stage 1?

ASSEMBLYWOMAN OGDEN: Of all flights.

MR. ENGLE: Of all flights? On an average, I would say about 500 a day, with approximately 200,000 annual operations at the airport.

ASSEMBLYWOMAN OGDEN: How does this compare with, for instance, about 10 years ago?

MR. ENGLE: The number of operations is still the same.

ASSEMBLYWOMAN OGDEN: And what is projected, say, 10 years from now? Do you have a long-range plan for the airport?

MR. ENGLE: There was a master plan, but we have found that to be wrong. As a matter of fact, we are going back in to determine exactly those kinds of numbers. There will probably be a master plan update within the very near future.

ASSEMBLYWOMAN OGDEN: Do you have any expansion under way at this time?

MR. ENGLE: The only physical expansion at the airport-- There can be no expansion. We are looking at development of the airport. That would be in the area of putting some hangers up at the airport, to basically put under roof aircraft that are already located at the airport.

ASSEMBLYMAN MAZUR: When you said 500 flights a day, is that 500 jets?

MR. ENGLE: That is 500 aircraft flights of all types.

ASSEMBLYMAN MAZUR: So that is also touch and go?

MR. ENGLE: Well, there are very few touch and goes any more.

ASSEMBLYMAN MAZUR: Cessna type light aircraft?

MR. ENGLE: There could be Cessna types or the jet types, yes, sir.

ASSEMBLYMAN MAZUR: About how many jets a day?

MR. ENGLE: Off the top of my head, I don't know the number of jets.

ASSEMBLYMAN MAZUR: Two-hundred?

MR. ENGLE: No, it's much less than that.

ASSEMBLYMAN MAZUR: One-hundred and fifty?

MR. ENGLE: I would imagine that it is less than that on an average basis. Probably, on an average basis, we're talking less than 100 a day.

ASSEMBLYMAN MAZUR: That's outgoing?

MR. ENGLE: No, that's both ways.

ASSEMBLYWOMAN OGDEN: Nick, did you have a question?

ASSEMBLYMAN FELICE: Similar to that, what was the percentage between your jets and your prop type aircraft still operating?

MR. ENGLE: I don't have that number, Mr. Felice.

ASSEMBLYMAN FELICE: Most of your heavy landing fees are with your heavier aircraft.

MR. ENGLE: That's correct.

ASSEMBLYMAN FELICE: Your corporates today -- turbo jets. There is very little touch and go, as you said, with the single engine or the dual engine -- the reciprocal engines -- any more.

MR. ENGLE: There is still a lot of use of those types of aircraft, though, at the airport. We have quite a few of them based at the airport.

ASSEMBLYMAN FELICE: Thank you.

ASSEMBLYWOMAN OGDEN: If there are no other questions, thank you very much, Mr. Engle.

MR. ENGLE: Thank you.

ASSEMBLYWOMAN OGDEN: In terms of elected officials who wish to make statements, Assemblyman Rooney, I believe you have one?

ASSEMBLYMAN ROONEY: Yes. Shall I do it from here?

ASSEMBLYWOMAN OGDEN: Certainly.

ASSEMBLYMAN ROONEY: Chairwoman and Assemblywoman Maureen Ogden, and members of the Assembly Airport Noise Abatement Study Committee: Thank you for holding this meeting here in Bergen County for my constituents and neighbors, about the recent increase in aircraft noise they have been experiencing. These calls and letters from local officials and concerned citizens have been pouring into my legislative office on an increasing basis. What was once a matter of only an occasional annoyance has become an everyday headache affecting the quality of life of us all.

Before I begin to detail the complaints of my constituents, I want to recognize the efforts of some people which enabled us to be here tonight. First, the efforts of Assembly Speaker Chuck Hardwick, whose district is also

affected by the noise problem. Chuck took a number of initial steps in attempting to resolve this issue. He was in contact with the Department of Transportation in Washington, Senator Frank Lautenberg, who chairs the Senate Transportation Committee, Philip Kaltenbacher, Chairman of the Port Authority of New York and New Jersey, and various representatives from the Federal Aviation Administration and Newark International Airport. Additionally, he appointed Assemblywoman Maureen Ogden, who represents the area most severely impacted by the noise, to head the special Task Force which is composed of local citizens, legislators, and members of organizations concerned with the problem.

Maureen, all of us are extremely grateful for the time, effort, and expertise that you have devoted on behalf of all of us. Your attention to this matter is to be commended and appreciated. With so much talent, I cannot imagine that we would be unable to reach a solution to the problem.

For whatever reasons -- increase in air traffic and/or rerouting of planes and/or changes in landing patterns at New Jersey's Newark International Airport -- people who were not bothered previously by airplane noise are finding their sleep disrupted, conversations unheard, and their irritability level raised because of the intrusion of unpleasant noises. Our quality of life is clearly at stake here, and how we respond to this problem and how we search for resolutions will determine for a long time to come our State's economic health.

To some, that might seem a statement that has no relevance to the problem of noise in the sky, but that noise represents dollars to New Jersey's economy. The commercial value of the cargo those planes carry must be in the billions, and the tourists they bring represent a large slice of our economic pie. Those circling noise machines are a very important part of our economic growth and development and the low unemployment rate that we are justifiably proud of.

On the other hand, unless we can provide people with a comfortable quality of life, unless we can go to our homes every evening and enjoy some peace and quiet, they will leave and find a way of life that suits them, and with them will go the businesses and the jobs. Thus, the problems are inexorably linked, and so must be the solutions.

It is my understanding that the Committee is exploring three options: banning older, noisier aircraft; eliminating late-night and early-morning air traffic; and a complete or selective rerouting of airplane traffic. To me, the only solution that makes economic sense for our State, is complete or selective rerouting -- finding new places for planes destined for New Jersey to land. We will have to do this anyway, because growth pattern studies show that nationwide passenger air travel is expected to increase by 85% over the next decade and a half, and New Jersey's rate of aviation growth is projected to exceed that. It is already past time for us to plan for that growth, let alone accommodate the air traffic that is the root cause of our problems today.

Looking across the State, we find that there are few other facilities which meet the 6000-foot minimum of runway space the big commercial planes need to land. The Atlantic City Airport, the Mercer County Airport, and the Allaire Airport in Wall Township could land something only as large as a 727. Also to be considered should be McGuire Air Force Base and the Naval Station at Lakehurst, to alleviate the overcrowding at Newark. There are examples that can be cited where military and civilian air traffic use the same facility; for instance, Stewart Air Force Base near Newburgh, New York; Charleston Air Force Base, South Carolina, and Kurkland Air Force Base in New Mexico. Diversion of traffic to these facilities must begin now, and further planning and development must be done at these airports to enable them to accommodate future growth.

Aside from the noise problems, there is simply no more land left for additional runways at Newark Airport or at Teterboro Airport. These airports are at capacity. For area residents, they are over capacity.

For my constituents in Bergen County who were unaccustomed to large volumes of noise pollution from airplanes, the solution is overdue. I should remind the Committee, and in particular the Bergen County legislators who serve on it, what citizen response was when a heliport was proposed for Woodcliff Lake. Those noisiest of all aircraft produced such an outcry that the resultant correspondence and related material occupies most of one file drawer in my office. It also led me to sponsor legislation that would regulate the siting and licensing of heliports. The bill provides that no heliport may be located within 15 miles of any commercial airport or within 300 feet of any other roadway in this State. In working through the legislation, it has been found that some accommodations must be made for medical evacuation helipads, and also to have designated helipads in various communities. The lives these airborne medical teams save are a great tribute to the service they perform for all of us. To that dilemma, as well as the noise problem, solutions will be found. I know we can do it. We must all work together.

Thank you for allowing me to speak at this time.

ASSEMBLYWOMAN OGDEN: Thank you very much, John. Are there any questions or comments from other members of the Committee at this time? (no response) If not, we will go on to-- Oh, I should also read a statement from Assemblywoman Elizabeth Randall, who couldn't be here tonight. She said:

"Thank you for informing me of the public hearings of the Assembly Airport Noise Abatement Study Committee. I regret that I will be unable to attend the meeting for Bergen County scheduled for October 28. However, I would like to take this opportunity to express my opinion on this matter.

"The level of airplane noise over Bergen County has increased dramatically. The increased frequency of jets flying overhead or circling is very disturbing. Even as I am writing this letter here in my office" -- which is in Westwood -- "I can hear the noise of an airplane on its approach to Newark. Despite the fact that most of the towns in District 39 are over 20 miles from Newark, the planes which circle over us going to the west are loud enough to disturb our quality of life. In the past, planes have flown overhead, but the noise level was little in comparison to the problem which we are experiencing today. Many local constituents have called and written to me expressing their dissatisfaction with the situation.

"I would respectfully urge the Committee to determine the precise reason for this dramatic increase in airplane noise and to issue a report which would guide us toward correcting the situation. If I can be of any assistance to the Committee in this regard, please do not hesitate to contact me. The quality of life for the residents of Bergen County is seriously threatened by this noise pollution." It is signed by Elizabeth Randall, who is the Assemblywoman for District 39. This will go into the record.

The other two elected officials who have signed up are Paul Hansen, who is a Councilman of Moonachie, and Councilwoman Eleanor Kieliszek, of Teaneck. Is there anyone else here in terms of elected officials who wishes to speak? (affirmative response from audience) Will you sign up, please? Fill out a form.

Councilman Hansen?

C O U N C I L M A N P A U L H A N S E N: I would like to thank you for allowing me the time to speak. For those of you who do not know, Moonachie is located right next to Teterboro Airport. Approximately 50% of Teterboro Airport is in the Borough of Moonachie. Our residents live primarily along the runway at Redneck Avenue, and then at the end of the two

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runways on Moonachie Avenue. People talk about the quality of life. The effect on the quality of life since jets were introduced to Teterboro Airport-- The quality of life in Moonachie has gotten worse and worse, to the point where now, at night, it is totally unbearable.

The problems I would like to address with the airport are: Number one -- which has been spoken of before -- is the charter jets that are flying these bank checks. They are the Stage 1. We know they are the noisiest jets. In our town, you can't hear television when you have your windows open, and even many times when you have your windows closed. Dishes are broken because of vibrations. Windows have been broken because of vibrations. The noise is just totally unbearable. Children can't sleep. Babies are awakened, even during the day.

Last year, the airport, in an attempt to expand, removed the trees along Redneck Avenue, and the shrubs, which were a barrier between the residential area and the runway. Now that area has been allowed to gradually grow back, but there is no barrier there now, and that noise just comes right across what's there. There is a ball field in-between, and then nothing else between the residential area and the runway. The aircraft, when they come out -- taxi out to the airport -- sit and run up their engines, although I know they are not supposed to. The airport has signs posted that they are supposed to make a continuing taxi and then take off. But they do not always do that. They sit and run up their engines. The takeoffs and landings-- They go right over the residents opposite Moonachie Avenue, and the noise is just unbearable there.

I have with me the actual printouts from the portable noise monitor. I know it was discussed before, but I wanted to present it. I have a copy -- you can pass it around (witness presents material to Committee members) -- which actually shows some of the noise levels. This is a single event, and it is

based on a duration. I think Phil Engle might be able to explain it to you a little better. This is the printout we got. I think this is the portable monitor which is now -- which up to today has been placed on Jackson Place in Moonachie, where we originally wanted the permanent monitor.

What I would like to show here-- First of all, the monitor is set to pick up anything exceeding 85 dB. Okay? As you can see from this, the times that are on here, from five o'clock at night up until midnight, and on other days it goes right through three o'clock in the morning, six o'clock in the morning-- We are getting readings of 96 to 98 dB, and because of duration, up to 105 dB. Now, I think-- Who was it over here -- the gentleman over here--

ASSEMBLYMAN KOSCO: Assemblyman Rooney.

COUNCILMAN HANSEN: Assemblyman Rooney mentioned before about 65 dB and 75 dB being unbearable. We have, in the middle of the night, noise levels that are totally unbearable. We have known this for years, but we haven't had any way to measure it. Now there is a way to measure it. I want this thing to be used as evidence to eliminate these Stage 1 aircraft. As you can see, many of these flights are during the night. During the night are these charter flights. I am hoping, with Phil Engle, to track these back and to identify those particular aircraft as the Stage 1 aircraft, and use this as evidence to get rid of these Stage 1 aircraft.

He mentioned before that they want to try to get rid of-- It wasn't Phil Engle, it was somebody up here. It was mentioned that they want to try to get rid of the Stage 1 flying for the Federal Reserve. Since they fly at night, we should get rid of both Stage 1 and Stage 2. Okay? They don't fly during the day; they fly at night, and people have to sleep at night.

Now, the solutions I have-- First of all, legislation to ban Stage 1, and eventually Stage 2 jets. In Moonachie, we

need to have a noise barrier put up on Redneck Avenue to replace what was removed -- the trees that were removed. The Army Corps of Engineers, right now, is holding that up. We need help to get the Army Corps of Engineers to permit the airport to reconstruct what was removed from Moonachie, so we will have a barrier between us and the airport.

I would like to see night flights restricted. Other airports do that. Other airports limit takeoffs. They don't allow takeoffs in the middle of the night. I don't know if that is possible, but I would like to see it restricted.

Another thing is, I think it would be good, with Teterboro Airport being in such a busy area, such a heavily trafficked area of flights, and it is a growing airport-- Now, I know Phil Engle said the number of takeoffs and landings has stayed about the same over the years, but another thing is happening. The small aircraft are leaving Teterboro. There is an increase in jets. That's definite. I don't agree with his figure of 75 per day; 75 per hour maybe. Okay?

ASSEMBLYWOMAN OGDEN: I think he said 500 a day.

COUNCILMAN HANSEN: Five-hundred total, but I think he said 75 jets.

ASSEMBLYWOMAN OGDEN: Oh, the jets. Yes, you're right.

COUNCILMAN HANSEN: I think 75 per hour is more realistic. They are constant. If you drive down Moonachie Avenue-- Every time you drive down you see a jet come in, or take off. That's a fact. So, they are constant.

That's about it. One other thing I would like to ask Phil-- He mentioned that they have contacted, or they are in contact with the aircraft that are particularly noisy. I would like to ask him what "particularly noisy" is, because I think every one on this list is particularly noisy. Every single night and every single day is particularly noisy. I think the people in Moonachie-- I was at the airport. I have been over there and watched the noise monitor. I have seen the readings

from the permanent monitors. The readings from the permanent monitors probably average in the area of 75, maybe a little bit lower. Eighty-five is a high one. You can see from this that every one on here is over 85. As a matter of fact, every one on here is almost over 90. So we have a definite problem in Moonachie that has to be addressed, and we need it addressed quickly, because it is a problem that has been persistent, as I said, since the jets were introduced into Teterboro.

Thank you.

ASSEMBLYMAN FELICE: May I ask you one question again?

COUNCILMAN HANSEN: Sure.

ASSEMBLYMAN FELICE: I happened to have worked at Teterboro years ago for about 21 years. I am an engineer involved with electronics and sound levels and everything else. But I missed where you said where these readings were taken.

COUNCILMAN HANSEN: At Jackson Place in Moonachie.

ASSEMBLYMAN FELICE: Oh, at Jackson Place.

COUNCILMAN HANSEN: Which is right opposite the ball field, right across from the airport runway.

ASSEMBLYMAN FELICE: And your equipment was actually calibrated as a standard.

COUNCILMAN HANSEN: I think Phil Engle mentioned before that we are working with a "reliable data base," to quote his words.

ASSEMBLYMAN FELICE: I was just curious. Sound is a very funny thing, according to your age, the type of sound, and where it is echoed from, or reverberated from. These levels are certainly very high. There is no question.

COUNCILMAN HANSEN: Well, let me say one thing: I can hear you talking, and you can hear me talking. In Moonachie, when a jet takes off, if you are standing here (demonstrates), I can't hear you talking. That is how bad it is.

ASSEMBLYMAN FELICE: Thank you.

ASSEMBLYMAN MAZUR: They take off southbound, as well as north.

COUNCILMAN HANSEN: That is correct.

ASSEMBLYMAN FELICE: Depending on the wind at takeoff.

ASSEMBLYMAN MAZUR: Well, I remember when they first started using Stage 1 jets at Teterboro. I was the Director of the Board of Freeholders, and I had an office here on the corner. Every time one of those came over, I was ready to go under the table.

COUNCILMAN HANSEN: It's bad. It's a real serious problem in our town.

Now, I want to say this: I am working with Phil Engle. We are trying to do things in a positive manner. That is the approach we want to take. We want to work toward getting rid of these Stage 1 jets, and then work toward Stage 2 at night at least, if we can't get rid of them completely. I think if legislation -- and I believe it is being pushed to introduce it to get rid of Stage 1 jets in commercial aviation-- I mean Stage 2. Stage 1 have already been regulated out of commercial aviation, as you know. They are pushing to regulate out Stage 2. They should do that totally, not just for commercial aviation.

ASSEMBLYMAN FELICE: Actually, direction is Stages 1 and 2, rather than doing modification or retrofitting. It is cheaper for them to actually sell the aircraft and send it down to South America somewhere and buy aircraft with a standard that can be utilized under those noise levels. When I say South America, I am talking about foliage in countries where noise levels are--

COUNCILMAN HANSEN: Or they can upgrade the jets.

ASSEMBLYMAN MAZUR: We will be getting deaf pilots.

ASSEMBLYMAN FELICE: Or take some of those trees and bring them back up here. Thank you.

COUNCILMAN HANSEN: Put the trees back. That is what we want.

ASSEMBLYWOMAN OGDEN: I am just curious as to why the noise barrier of trees and shrubs was taken down.

COUNCILMAN HANSEN: They were going to build a base for the blimp, and that was right along Redneck Avenue. It was just done without any input from our community, and I guess without any thinking about the effect on the community.

Thank you very much.

ASSEMBLYWOMAN OGDEN: Thank you. Also from Moonachie, we have the Mayor -- Mayor Frederick Dressel.

M A Y O R F R E D E R I C K J. D R E S S E L: I would like to thank the Committee and Assemblywoman Ogden for the opportunity to speak. As Councilman Hansen mentioned in detail, many of the problems we have, have been longstanding problems we have been burdened with in Moonachie. Then, honestly, in the other boroughs adjacent to the airport, the problems remain the same. We are very intimately, very closely affected, immediately affected by any action of the airport.

Over the past few years, we have worked, in a very cooperative manner, with airport management and airport owners to resolve some of the problems. But the problems always wind up at the door of the FAA. The obvious solution, or the obvious relief for these problems, lies in the hands of the FAA. If they are not obliged to institute regulations to prohibit certain procedures of aircraft, if they are not obliged to insist on decertification of noisy aircraft, we -- the people of Bergen County who live very close to the airport -- will suffer, and will continue to suffer.

With all due respect to airport management, we have, as I said before, worked very cooperatively on noise abatement procedures, and with the installation of the noise abatement officer. These are a forward step -- a positive step. But all the complaints -- the immediate complaints of the irate

citizenry who are awakened in the evening, the children who are disturbed in their sleep-- Those immediate complaints are all directed to that noise abatement officer. They stop there until an investigation takes place.

But, immediately the control tower -- the FAA controlled control tower -- has directed that plane, has identified that plane, has accepted it into the airport -- given it instructions into the airport -- or directed it out of the airport. They have the ability, not the Port Authority, not Pan Am. They have the ability to restrict and oblige the aircraft owner to have a craft that will not exceed a certain amount of noise. That is not being done.

The other point I would like to address is, the Teterboro Airport is extremely convenient to New York City and the major metropolitan area. That is very attractive to the corporate jet owners. As Phil Engle has explained to us, many times if they did not house those corporate jets at Teterboro, it would only increase the flights into Teterboro, because the jet would be based somewhere else, and it would have to fly in and out of Teterboro, because that is where the client wants to go. He wants to go to Teterboro because he is only 20 minutes from New York City. We have the movie stars and the celebrities and the businessmen who want to go to New York City. They fly in and out of Teterboro Airport constantly. And, because there is no restriction, at all hours of the night. It is like the Port Authority Bus Terminal on 42nd Street. There is constant traffic there, and I think that is wrong. I think it is a matter of convenience for those affluent people, those few people who can afford the privacy and the luxury of a corporate jet. They should defer to our privacy and our peace of mind and our peace in the evening.

I do not think it is beyond the realm of possibility to restrict specific flights, nonessential flights.

ASSEMBLYWOMAN OGDEN: We had the impression from Mr. Engle that it is just eight to ten flights at night with the cargo-- (uproar from audience) No?

UNIDENTIFIED SPEAKER FROM AUDIENCE: No way.

ASSEMBLYWOMAN OGDEN: Eight to ten jets. Maybe I misspoke there. (many people speaking from the audience at once)

MAYOR DRESSEL: Excuse me, please. There is no point in-- The records speak for themselves. The people here, I am sure, can give much testimony on things that are contradictory to that -- the impressions you might have. The fact is, there is traffic there through the night -- 2:00, 2:30, 3:00 in the morning. It starts most noticeably again at maybe 6:00 and 7:00 in the morning. It is constant. It happens because it is allowable. Any businessman, any company that can operate, and who is not restricted, will do it. It is within their right, because it is not disallowed. We need legislation. Nothing can happen at any airport to relieve the burden on the citizens -- the people who live in the area who are affected by it -- unless there is legislation.

It is rather ironic -- and I don't mean to be an ungracious guest -- but it is rather ironic that this particular hearing-- The impetus of this hearing was the fact that people down in the area of Peapack and Mendham were suddenly alarmed that there were flights 10,000 feet over their heads, when we have had them on our virtual doorstep for years, getting worse, and nobody seemed to care about it. As Assemblyman Rooney has said, he has a drawer full of complaints about noise, as any elected official in Bergen County has, I am sure.

We are still grateful for the opportunity to present our case, believe me. Again, as I say, what we need is legislation, and it has to come from the Federal level, because I don't think the State has the power to do that. What we need

are standards. As Assemblyman Rooney said, DEP disallowed anything over, I believe it was 72 dB for local air conditioning. Mr. Hansen has virtually certified the information that the takeoff levels are in excess of 100 dB. That is at a home. That monitor he is speaking about is in the back yard of a home -- the home of a citizen of our borough. It is probably, maybe 600 or 700, or maybe 800 yards away from the runway itself.

So, we get that noise constantly, any time a plane goes in, any time a helicopter goes in. We get it right in our bedrooms. It's there constantly. Because of the fact that there is no restriction, that no one has said, "That is enough noise," we will continue to suffer. It will be progressive. Perhaps some of the newer aircraft are more quiet, but it is still in your ear. It's there. We cannot get away from it. What we need is for it to be disallowed within reasonable periods of time. That is what we need. That is the only way. The airport is going to operate during the day, as all businesses do, but it is not essential traffic. It is not in the general interest or the good of the public. It is a convenience airport -- a convenience for the few people who can afford it. It is not a common carrier. It is not a United Airlines, taking anyone who can afford to use it. It is for a specific and very elite group of people. That is the attraction of Teterboro Airport.

I don't see how that can be allowed to burden the people who live there in the general area.

ASSEMBLYWOMAN OGDEN: Well, we do agree that the FAA ultimately makes the decisions and has the responsibility, but there are things that individual airports can do. For instance, you probably know that the National Airport in Washington has a curfew at 10 o'clock. Denver has proposed a noise budget. In other words, the more quiet the planes are that a particular airline flies, the more they can fly. The

more noisy they are, the less they can fly. So, in spite of the problems we all have with the FAA, in spite of the fact that they really do ultimately hold the key to the solution, I think that all of us can certainly try, which is what we are trying to do with this Committee meeting, and what I think some airport operators have tried throughout the country out of their frustration in dealing with the FAA.

MAYOR DRESSEL: Not to demean your effort, but we now have an Airport Advisory Committee made up of elected officials of the immediately surrounding boroughs, airport management, airport owners, and aircraft operators. I would suggest that your Committee more or less encourage that type of subcommittee around local airports. Ours is a good committee. We have the right people on the committee who can affect things. We have an attitude of cooperation that exists between the airport owners and the operators and the boroughs. We are all looking for the same thing -- peace. The airport owner and the airport operator do not want to be constantly harangued, and we do not want to be burdened by the noise. We have a common goal. Within their limitations, I believe we will approach that, but at a certain point, it stops. There are so many things you can do to an individual, and it stops when you don't have that legal right to impose any more.

We have to operate our automobile within certain safety limits, within noise limits. It has to withstand certain inspections, or you are not allowed to drive it. Those types of regulations are somewhat imposed upon the aircraft operator, but not drastically enough to make him take his plane out of the airways.

The other thing is, at some point in time, I believe that in this area someone has to say, "Enough is enough." The air corridors are burdened to saturation. Safety is at stake. We all know that. We had a tragedy a year and a half ago. Virtually, if we were on the verge of being paranoid, we would

probably be afraid of that constantly, 24 hours a day. The traffic in this particular area -- as Mr. Mazur said, he would duck -- is horrendous, probably more so than in other parts of the country.

ASSEMBLYWOMAN OGDEN: Thank you very much, Mayor.

MAYOR DRESSEL: Thank you.

ASSEMBLYWOMAN OGDEN: We have one more member of the Council from Moonachie -- Councilman Miuccio.

C O U N C I L M A N P H I L I P M I U C C I O: I would like to thank the Committee for allowing me to speak. I am not going to repeat what the Mayor or Councilman Hansen have said, but one of the avenues where I believe legislation can help us, and I believe it would have to come from the Federal government, is, there is a night courier that operates at night, and that is a government contract. One of the bills that could be put forth into law is to not allow any owners who have Stage 1 or Stage 2 aircraft to bid on government contracts. By doing that, just operations that had Stage 3 aircraft would be allowed to bid for those contracts. It would be a lot quieter. A Stage 3 aircraft is a lot quieter than the Stage 1 and Stage 2 aircraft. I firmly believe that if the legislation could put forth laws to restrict the flights at night -- have a cutoff time -- then we wouldn't have to worry about the nighttime courier. That is something I think the Committee should look into and try to get pushed through -- to restrict government contracts. When I say restrict, I mean by virtue of their equipment. If you don't have a Stage 3 aircraft, you cannot bid on that government contract.

ASSEMBLYMAN MAZUR: I find this very interesting. This particular case is so close to home. We heard testimony in Morristown regarding the Morristown Airport. It wasn't so much Morristown Airport; it was Newark Airport. There seemed to be an opinion on the part of Morristown officials -- the Morristown Airport officials, rather -- that Federal

jurisdiction over the airport itself dealt with the aircraft once its wheels were up. The rest was with the jurisdiction of the local -- was within the jurisdiction of the State or, in this case, the Port Authority, which is the proprietor of the airport.

I would venture -- and I am not a lawyer -- that in the research we can do, perhaps there is some way we can attempt to regulate the noise emanating from an airport, you know, like when the airplane is going down the runway, etc., and attempt to make a case out of that. A case would arise from legislation. I don't know what the Governor would do. I would assume that he would sign it, put it in place, and then we would have a confrontation with the Federal government the first time a case came up. It would certainly enormously dramatize the problem to the FAA. The FAA, the FCC, the ICC-- These are Federal bureaucracies which are very Neanderthal type organizations that are primarily concerned with defending their turf. They don't want anyone to tell them how they should do things, you know, so they resent any suggestions, largely from lesser jurisdictions. They listen politely, but they ignore you.

I have mentioned to members of the Committee that I have gone through this in my Emergency Response Study Commission with the FCC. I took the Commission down there, with Colonel Pagano of the State Police, and everything, to argue about the overcrowded frequencies and how they ought to give emergency response units -- public safety units -- some special frequencies, rather than a general rubric of public service. They listened politely, and "Oh, yes, we'll take it under consideration, gentlemen." We never heard another word. It was just, you know, dust in the wind. I am afraid that the FAA feels the same way. In this case, we have a little bit of a foothold, which we may be able to explore.

But, your concerns, and the concerns of the people of Moonachie-- We are very much aware of them. It isn't just Moonachie; it isn't just Teterboro. There are other airports around the State which are causing just as much trouble. You know, the Mayor mentioned how enormous a problem it is, and how high the decibels are, and yet we heard testimony from people under the new Expanded East Coast Plan, where aircraft are suddenly going over at 5000 feet -- 20,000 feet -- over areas out in Hunterdon County, which never had aircraft that size flying over their areas. It became an enormous intrusion, even though the aircraft were five miles up. They were big heavy 747s and that ilk, but it became an enormous intrusion, because all they heard before were cows mooing and birds chirping in the trees. Then, all of a sudden, here was a sign of civilization thrust upon them. They were just as angry and upset as the people here.

It is an enormous set of contrasts. This is a problem that is not just local to Teterboro, but I think that your problem has a certain immediacy to it.

COUNCILMAN MIUCCIO: If I may, speaking for myself -- although I would say it is the general consensus for quite a few people -- the overhead flights really do not bother me personally. I really can't speak for everybody. What bothers me, and I would say the whole of Moonachie, are the takeoffs and the landings. As Councilman Hansen and the Mayor have stated, we are right next to the runways -- right next to where they are positioned. Sometimes they are stacked four, five, or six deep waiting to get clearance. Before they can get clearance from Teterboro, because of our close proximity to Newark, they have to get clearance from Newark also. So now they stay there for 20 minutes or a half an hour. That is not uncommon. They run their engines, and they keep running their engines, and if it is not a pilot from this area, he runs it up to the max. This is really the concern of Moonachie. We are

really suffering from the run-ups and from the takeoffs, because of how close we are to the airport.

ASSEMBLYMAN MAZUR: Well, this kind of decibel certainly proves that.

COUNCILMAN MIUCCIO: That's exactly right.

ASSEMBLYMAN FELICE: If I may, the one thing I think that everyone should--

COUNCILMAN MIUCCIO: I'm sorry. I would welcome an overhead flight; it would be a lot quieter.

ASSEMBLYMAN FELICE: The one thing that will come out of these meetings, is the fact that even though we do not have direct jurisdiction over the Federal government, this Committee -- and the Chairperson has spoken to all of us -- as a nonpartisan group, will introduce legislation on what we can do at the State level. Even though we do not have the power to mandate the Federal government, we do have the power, by a joint resolution, to memorialize Congress to do certain things in all fields.

COUNCILMAN MIUCCIO: Recommendations.

ASSEMBLYMAN FELICE: It is more than a recommendation when you memorialize Congress, because it is really a message to the congressional people in an area that there is a problem in their area, and that they should confront it. As you know, a lot of the congressional people are also, I think, on that advisory committee. I have seen the names. All areas on both sides of the aisle are concerned, and will undertake, through legislation, as a joint committee-- The Chairperson will, when these meetings are over and all of the testimony is in, introduce legislation on the State level, and will also memorialize through joint resolution on the Federal level, letting them know what we have found and what we feel is our recommendation.

So, even though we are not jumping up and down and saying, "We are going to introduce this piece of legislation on

a particular issue," you can be sure that when all of the facts and information are in, there will be some action taken by this Committee.

COUNCILMAN MIUCCIO: Well, that's good, because I think that is what we have been looking for. I think the Mayor put it very simply -- "How long can something like this be allowed to go on?" We need the assistance of the Legislature.

Thank you very much.

ASSEMBLYWOMAN OGDEN: Thank you. Next, I would like to call Councilwoman Eleanor Kieliszek, from Teaneck -- a former Mayor.

C O U N C I L W O M A N E L E A N O R K I E L I S Z E K: Thank you, Assemblywoman Ogden, and thank you for being here in Bergen County. Thank you, Assemblymen Felice and Mazur, and Barbara Chadwick, our Freeholder and Mayor.

As some of you probably know, Teaneck has long been involved in this question of aircraft noise, not because we are located next-door to Teterboro, but we suffer, as many of the North Bergen communities do, not only with the noise from Teterboro, but from LaGuardia, Kennedy, and Newark. At certain times, there are confluences of aircraft patterns over many of our communities, Hackensack and Teaneck in particular.

I want to thank you for coming to the conclusion that this Study Committee is necessary. I would like to read into the record, part of a memo I wrote to the Teaneck Township Council back in '86. This was after a long period when Teaneck appointed a Task Force on Aircraft Noise. I believe one of our speakers, Toni Goldfarb, from Teaneck, will describe to you how Teaneck approached this, in terms of getting a audiologist to study the question, especially as it relates to our community.

But, this is part of the memo I wrote to the Council:

"As I suggested at the Township Council Meeting of October 21, 1986, and after attending the Noise Control Council's hearing on October 8, 1986" -- you are probably

familiar with this Noise Control Council -- "I have come to the conclusion that we should reach out to State agencies to help on this issue." That is why I'm glad you're here. "Further, we should support the New Jersey Department of Environmental Protection if it brings suit against the U.S. Environmental Protection Agency for failing to fulfill its mandate on noise pollution problems relating to aircraft." Then I attached the testimony of Donald Deieso, who testified -- you may have that testimony -- at the Noise Control Council's hearing. This most significant testimony was that we were actually spinning our wheels dealing with the individual airports; that as far as municipalities were concerned, and the State was concerned, the FAA, of course, is the only agency that can be of help.

However, in his testimony, Dr. Deieso indicated that he was considering, and was getting advice from the Attorney General's office, as to whether the Federal Environmental Protection Agency could be sued. I would like to read part of that testimony:

"The Federal Noise Control Act of 1972 specified that the Federal Aviation Administration is the agency which is responsible for regulating in-flight aircraft noise" -- just as you stated. "The Federal Environmental Protection Agency has a consultant role to the FAA as a result of this legislation, but State and local agencies are specifically preempted from involvement in this area. True, the FAA has taken actions intended to reduce the amount of in-flight aircraft noise." May I interject here that we are very grateful to the officials at Teterboro for moving from a position that they held, maybe 10 years ago, when I called them to complain about aircraft noise when I was Mayor of Teaneck-- They asked me to go out and get the numbers off the plane. Well, times have changed. Now, as a result of the work Congressman Torricelli has done, we have this noise monitoring system in place. I am very impressed with it. I assume that the data base that will be built will be very helpful in building our case with the FAA.

But, to go back to Dr. Deieso-- He goes on to say: "But these actions have not been sufficient to adequately resolve the noise problem, which is expected to get worse as aircraft operations and traffic increase. Complicating the problem is the fact that the Federal EPA has terminated its Noise Control Program. Thus, the FAA does not have the independent noise control consultant that was envisioned by the Congress. The absence of an EPA presence in this area of endeavor poses interesting questions, such as: Can the State DEP naturally assume the role envisioned for the EPA? How binding is the preemption of State and local regulatory powers in light of Federal abdication of responsibility?

"DEP has already requested a legal opinion on this issue." As an aside, we received a recent letter from Dr. Deieso, indicating that they are doing some further study on this. We will supply you with a copy of that letter. "Is this all that can be done at this time? The answer is a definite no. First, DEP, through the Office of Noise Control, is minimizing the amount of ground-related airport noise, through the implementation of noise control regulations.

"Additionally, DEP notes that airport proprietors are not subject to the preemption. Airport proprietors have the authority to impose operational controls, make improvements in airport design, and restrict airport use, in an effort to reduce noise from airport operations. This approach has been used very successfully in the past, and may offer a more immediate and more pragmatic approach to reducing the problem of aircraft noise." That is where I feel that this Committee has such a great role to play in influencing the actions that can be taken by State agencies.

"In summary," Dr. Deieso says, "I note that noise is an integral part of our contemporary society. Noise is a serious and growing health and environmental problem. In certain localities, aircraft operations are responsible for the

most acute noise problem. Federal legislation preempts State and local regulatory authorities from instituting controls related to in-flight noise. Local communities and airport proprietors are not prevented from cooperating with each other to establish noise abatement programs. However, this approach is entirely dependent on the good will and the attitude of the airport proprietor.

"In short, we appear to have an environmental issue that affects a high percentage of our population, yet despite both Federal and State statutory mandates, confronts us with dead ends when we explore the avenues of relief. I am hopeful that the Council, through this hearing, will be able to show us the way to overcome these barriers." That is something I believe you will be able to do. I would like to see this confrontation and the passage of legislation. Perhaps some of the municipalities could join with you in whatever legal action would be taken, because the FAA does not seem to be able to respond to us.

As further evidence of that, I would like to mention another letter that we wrote to Congressman Torricelli. As you recall, right here in Bergen County -- in Cliffside Park -- we had a very shocking accident. That was back in-- I believe it was October of '85 -- November of '85. Then, Congressman Torricelli had hearings of the Congressional Subcommittee on Aviation, which were held March 3, 1986, in Cliffside Park. At that time, Congressman Torricelli questioned Mr. Joseph DelBalzo of the FAA. Mr. DelBalzo is no longer the Director of the FAA, and I believe now it is time to bring the current Director into the scene. At that time, the Congressman asked Mr. DelBalzo about the level at which aircraft are allowed to fly over this North Jersey area. May I just read this, to Congressman Torricelli:

"Your questioning of Mr. Joseph DelBalzo of the FAA, and the obtaining of his commitment to make recommendations

concerning changes in the flight levels permitted over our region of northern New Jersey, was significant, as flight levels influence levels of noise from aircraft. I am enclosing a copy of the hearing transcript containing the pertinent exchanges between you and Mr. DelBalzo. Note that in response to your question, Mr. DelBalzo admitted that general aviation flights over Bergen County and northern New Jersey areas are permitted at a lower flight level than over Queens, Manhattan, and Brooklyn. Note also, in his response to you, Mr. DelBalzo indicated that an operational review of the air space in northern Jersey, where the rules may not quite fit, was being done. Mr. DelBalzo said, in the same testimony, that in about two months, we should have some recommendations as to whether or not any changes are, in fact, needed."

Well, I can tell you, on behalf of the Township Council of Teaneck, and on behalf of the residents of Teaneck, whose windows shake as some of these aircraft go over, and on behalf of all of those people who try to spend a Sunday afternoon in their back yards with their neighbors and families, and cannot hear themselves talk, some change has to be made. Therefore, I call upon you -- and I am not going to repeat all of the experiences that Mayor Dressel and his Council members have brought to you, because we experienced all of them-- I urge you, I beg you-- If I could only relate to you the anguish that people have related to me about how this is affecting their health, their well-being, their feeling about their home community. I urge you, seek the confrontation. Let's try something; let's do something.

Thanks a lot for hearing me. (applause)

ASSEMBLYWOMAN OGDEN: Thank you.

COUNCILWOMAN KIELISZEK: I'm sorry. You may have questions, but I have another meeting.

ASSEMBLYWOMAN OGDEN: All right. Thank you.

Next, I would like to call Councilman Glenn Elliot, from the Borough of Rutherford.

C O U N C I L M A N G L E N N D. E L L I O T: Thank you. First of all, I would like to thank the Committee for holding hearings in Bergen County. I think it is very important that these important issues be heard.

A lot of what I had planned to say has already been said by the people from Moonachie and Teaneck, so I will not repeat. I will keep it short.

Rutherford's problems are very similar to Teaneck's. We are not right on the airport, but we are under the flight patterns of Teterboro, LaGuardia, Kennedy, and Newark. It seems that the major problem -- from what I have seen, and from what I have heard from the people in Rutherford -- is from Teterboro. The flights from Kennedy and Newark go over, but they do not seem to be as noisy as the Teterboro flights.

It also seems, from the complaints I have heard, that the major problem seems to be in the evening. I don't know whether it's that people aren't home during the day, or if it is quieter at night and they hear it more, or if there are just more flights at night, but from the complaints I hear, people are awakened four or five times a night, every night, from planes going over the east end of Rutherford.

This is an area of mostly older homes. It is not an area that was built up around the airport. The airport was built around the area. Things have definitely changed. When I was first elected to the Council nine years ago, airport noise was probably way down the list of the complaints I heard. Now, besides high taxes, it is probably the second most often heard complaint.

Mr. Engle, earlier, stated, if I understood him correctly, that the data base that is being collected from the monitoring system is going to be used to set the standards. To me, that is like going on a super highway that doesn't have a speed limit and using a radar gun and finding out that most cars are going 70 miles an hour, and then setting that as the

speed limit. As was mentioned earlier, there are definitely noise standards for many other things. I think we can set noise standards that people can live with. Now it sounds like they are trying to set noise standards the airport can live with. That is not the way to do it. We should set noise standards that people can live with, and then use the monitoring devices to find the violators and penalize them. It seems that the penalty should be more than a letter of reprimand. It doesn't make sense, the way they are handling it.

Thank you.

ASSEMBLYWOMAN OGDEN: Are there any questions?

ASSEMBLYMAN MAZUR: No. I just agree that confrontation is the route that is eventually going to have to be taken.

ASSEMBLYMAN FELICE: It's not new. In this country, when we had certain airlines coming in, in the old days at Idlewild -- JFK now-- Certain airlines from other countries continually violated the practices of approach, landings, and takeoffs, and did not actually participate in the program, while under takeoff, of heading into a special heading which was away from residential areas to alleviate the noise in those areas. As in the past, the FAA and the airports actually restricted airlines from other countries from actually landing in airports in this area until they were willing to conform, and not just for a week. Some of them were restricted for six months or a year.

As you well know, if everything else fails, there is always the solution of restricting night flights entirely, and so forth. But, I am very pleased, after some of the hearings we have had, to see the cooperation of the general aviation airport. They seem to be giving-- I think once the facts are in-- You're right, levels have to be set, and they have to be adhered to. A letter of reprimand the first time, a fine the second time, and the third time it's, "Pack your airplane and

go." I think that is the kind of attitude that eventually the management of these different airports, whether they be general aviation or commercial aviation, will have to take. I think you're right.

COUNCILMAN ELLIOT: I would also like to go on record with Freeholder Chadwick's request. If possible, we would like a portable noise monitor in Rutherford. I sympathize with Moonachie. I know they have major problems that are probably worse than Rutherford's, but if another noise monitor can be found, I think one should be placed in the Rutherford area.

Thank you.

ASSEMBLYWOMAN OGDEN: Thank you very much.

I believe we have, other than individuals, one more representative of an organization -- the Teaneck Airplane Safety and Noise Task Force -- Toni Goldfarb. Oh, then we have one more organization, the Meadowlands Interfaith Council.

T O N I G O L D F A R B: Good evening. Thanks so much for the opportunity to speak to you. Even though I am the citizen representative on the Teaneck Special Task Force on Airplane Noise and Safety, I am really speaking to you in the same way I speak to that committee, as a private citizen who has been living with this problem for years. I appreciate the fact that I am speaking within two hours of the start of the hearing. What so often happens at any of the hearings I have attended, is that the private citizens sit in the back and listen to local representatives speak. Perhaps the press is there. I went to a meeting with millions of TV cameras and reporters, which started at nine in the morning. By the time I and other citizens got to speak, it was about four in the afternoon, and everyone, including the representatives seated in front, had cleared out. I know there are many people in back of me who wish to speak also, and I hope I will be giving the kind of information they wish they could give, if they could stay long enough.

First, let me say that this is not a recent problem. When people talk about a recent increase in airplane noise, I say, "Spare me, please." In Teaneck, we have had a problem for as long as 10 years ago. At that time, as Councilwoman Kieliszek mentioned to you, a study was commissioned in Teaneck, with the aid of a noted audiologist, to find out just what noise levels were from the viewpoint of not only Teaneck, but from the viewpoint of the surrounding area. Someone asked, "What are the decibel levels?" Indeed, this study found that roughly 25 out of every 100 aircraft which flew over Teaneck were identifiable as Teterboro aircraft. That means that we have 75 others that are from other airports, such as LaGuardia and Newark. So, we have a problem not only from Teterboro, but from other airports.

What has been mentioned before, is that with the flight patterns from other airports getting a higher elevation level, the flights from Teterboro pass over Teaneck and other communities at a much lower level. When someone mentioned a problem with planes below 5000 feet-- In Teaneck, hearings have shown that not only are aircraft below 2000 feet, but sometimes are even approaching 1000 feet. I have a news article in my folder about an individual who was flying a kite in a local park, who received a summons because his kite was interfering with aircraft patterns in the area. Kites don't go that high. The man had to pay a summons. All of us chuckled, but it really taught us something. Maybe we should be flying kites in our back yards, and the planes will increase their altitude.

ASSEMBLYMAN MAZUR: I think a barrage balloon would be more like it.

MS. GOLDFARB: Let me also say, a peaceful solution to a very difficult problem.

The 1984 study in Teaneck mentioned that Teaneck is a relatively quiet community, in which intrusive noise levels are

clearly identifiable. This is an important point, because when noise monitors were put in, we were told it was very important that we tune these finely to find out just where the noise was coming from. "Perhaps your problem is not airplane noise after all." With all due respect to the experts, as the old revolutionary song used to say, "You don't need a weatherman to know which direction the wind is blowing." If you look outside, you see planes above you, and if you hear a big sound, you say, "Oh, it's from an airplane."

In any event, on a more scientific level, what was found was that aircraft noise reports suggest that the highest decibel levels did occur after one a.m., but in various areas, roughly 50% of all aircraft fly-overs were between 70 and 79 decibels; 15% were between 80 and 89 decibels; and 9% were over 90 decibels. A significantly higher percentage of aircraft flying over another location in Teaneck had noise levels between 80 and 89 decibels.

On a summary of all areas that were monitored, aircraft fly-over was considered to create intrusive noise levels in the Teaneck community which, on occasion, exceed 100 decibels. The majority of aircraft fly-overs -- 74% -- were above 70 decibels and below 80 decibels. Of 200 fly-overs that were surveyed, 4% exceeded 90 decibels. This was back in 1984. The survey, nicely bound, typed, and completed, was sent to the FAA. I have a letter in my file from the FAA, saying, "Thanks so much. Really good study, folks."

At that time, I was not one of the ones complaining in front of the Teaneck Town Council. But one morning, on a Sunday, in 1985 -- September 15, 1985, to be precise -- my husband and I had stayed up quite late the night before, and we decided that we would sleep late. At about 9:15 in the morning, we were awakened by a sonic boom. It sounded like dive bombers were coming through our ceiling. I should mention that for us, that is significant. We live in an 1820 National

Historic Register stone house. It does not have the kind of insulation that new houses do, and we really thought this was it.

Being awake already, we heard another plane just several minutes later, and we said, "Wait a minute. How often is this going on?" Now let's hear some of the figures that I am sure other members of the audience have brought along, too. Here is a Sunday morning. Airplane fly-overs: 9:19, 9:26, 9:29, 9:38, 9:41, 9:45, 9:46, 9:50. I won't bore you, but we figured maybe there was something about Sunday morning. Let's try a weekday evening. Maybe that won't be so bad: 7:22, 7:26, 7:28, 7:33, 7:38, 7:42. I could read you lists and lists of figures that average one plane every four minutes, or more. Sometimes two planes at a time.

At that point, I brought this data sheet to the Town Council, and said, "We really have a problem here in Teaneck. If I have documented it just by myself, what can be done?" What the Town Council did was submit this data to Teterboro Airport. Teterboro Airport said, "Well, we are not sure those are our planes." And I understood that very well, because I was a frequent caller to the Teterboro Airport noise hot line, which I must add had been set up in response to our 1984 noise study. At that time, as Councilwoman Kieliszek said, if you called the noise hot line, basically they would say, "What was the number of the plane?" At one in the morning, in my nightgown, I wasn't about to go out and see what the number was, nor was I about to answer their next question, which was: "Was it taking off or landing?" All I knew was that it sounded like it was right on top of my house and flying in, and that was all I needed to know.

Obviously, noise monitoring was not the answer at that time. So what Teaneck decided to do was to form an Aircraft Noise and Safety Committee to investigate the problems and see whether we could get any follow-up on the report that had

already been submitted. This was now toward the end of 1985, and a very tragic event occurred in Cliffside Park. There were six people killed in a collision of planes that were being controlled out of Teterboro Airport. There was considerable testimony taken, but at that point, everyone who was serving on our committee had the same thought; that we were not only talking about aircraft noise, we were really talking about safety, and that when people kiddingly said, "Oh, is that flying through my roof?" there really was an element of truth to that. When you could look up into the sky and see airplanes christcrossing in the sky, three or four at a time, you had to say, "Is there a safety problem here?"

At a committee hearing that was held by the FAA in March of 1986, the FAA did, indeed, admit that there was a safety problem. The solution that was recommended by many of the public officials there was to increase the number of air traffic controllers. People who testified from surrounding airports said, "No, we did have a sufficient number of air traffic controllers, but there was a problem monitoring the smaller airplanes that often fly on vision-only rules."

At that point, Teaneck proposed the creation of a Flight Path Communities Commission, composed of all communities directly affected by flight paths of aircraft from airports within a 15-mile radius of Teterboro Airport. The commission would have power of review, comments, and approval of the airport's annual request for license renewal and request for expansion and modification. I must mention that this was to the FAA in March of 1986. As I think Assemblyman Mazur said, so often you speak to the FAA, and they say, "Thank you very much," and close the book. Basically, that is what really did happen. Nothing was followed up on from our proposal at that time.

Teaneck has recognized for many years the problems of aircraft noise and safety. At the time of the Cliffside Park

collision, six lives were lost. Very close in proximity to that time, seven lives were lost when our Challenger shuttle crashed so drastically and dramatically. At that point, the entire Space Program shut down, and there have been no flights since then. We are not comparing six lives to seven, but we're saying that in a similar situation, the Federal government said, "We have a safety problem. We must suspend all flights." Since that time, in the Bergen County area, not only have flights not been suspended, but as testimony today has shown you, it has increased, and there is a prediction of a further increase, without any additional attention to safety or noise concerns of local residents.

Going back to that terrible Challenger tragedy, one of the engineers who was asked to testify at that hearing, said that he was very concerned that they did stop flights, because he didn't want to be the one to testify if something went wrong in a future flight, after all of the information that had been presented then. He was very relieved that flights were suspended.

Well, I have to echo that concern. I don't want to be the one to come back to a committee hearing like this after another tragedy has occurred in Bergen County. I hope you folks will work to make real and meaningful changes now. We have spent too many years testifying and still hearing the noise.

Thank you. (applause)

ASSEMBLYWOMAN OGDEN: Thank you very much. The other organization represented here this evening is the Meadowlands Interfaith Action Council -- Arlene DeRobertis, from Carlstadt.

A R L E N E D e R O B E R T I S: Good evening. My name is Arlene DeRobertis. I live at 502 Ninth Street in Carlstadt. This evening I am speaking on behalf of the Meadowlands Interfaith Action Council. I want to thank Assemblywoman Maureen Ogden and the members of this Assembly Airport Noise

Abatement Study Committee for holding these hearings around the State.

In the past few months, it has been our privilege to work with Assemblywoman Ogden and the New Jersey Noise Control Council to raise the issues of airport noise and safety. We certainly support your leadership in this important problem facing our communities.

As a result of several meetings at the First Presbyterian Church in Carlstadt and the Carlstadt Civic Center earlier this year, the Interfaith Council has some specific proposals to recommend this evening. These proposals for action focus on two major issues that we believe are caused by the noise problems at Teterboro Airport: Getting quieter airplanes and getting fewer airplanes to fly at Teterboro Airport.

Following our meetings last summer, we began meeting with the Port Authority and Pan Am. We are pleased that in September, the powerful Port Authority called for a complete ban on the use of old, noisy Stage 1 aircraft, and the phase-out of the old-fashioned Stage 2 aircraft, as well. This is very important. It is our understanding that Congressmen Torricelli, Dwyer, Roe, Guarini, and Gallo have supported Federal action to eliminate Stage 1 aircraft and phase out Stage 2 aircraft.

We would like to propose that: One, the whole New Jersey Legislature pass a resolution calling for a total ban on Stage 1 and the phase-out of Stage 2 aircraft; and two, that our U.S. Senators -- Bill Bradley and Frank Lautenberg -- introduce legislation to ban Stage 1 and phase-out Stage 2 aircraft within the next five years.

In addition, we want to propose that this Committee, and perhaps the whole State Legislature, set a limit on the number of planes allowed to land and take off each year at Teterboro. As it stands now, with all of the development going

on in our region, the people have no reason to believe that the number of airplanes flying above us will not increase faster than ever before. When the Port Authority purchased the airport, it was a small commercial airport, but today it is a major facility with an ever-increasing number of jets and jet-related facilities. The Interfaith Council believes the public has a right to know the upper limit of airplanes they can expect to land in a given year at Teterboro.

We do not have a suggestion at this point on the number of planes allowed to land at the airport, but we would propose that a ceiling be set at the present levels in 1987, or maybe even lower, back to the levels 10 years ago, when all of us could sleep a lot easier.

In closing, we thank you again for your leadership, and we encourage the Committee to examine specific ways to get quieter airplanes and fewer airplanes flying over our communities in the near future. Thank you.

ASSEMBLYWOMAN OGDEN: Thank you very much.
Questions? (no response)

Of the individuals who contacted our legislative representative, Amy Melick, ahead of time, I would like to call Beverly Timins, from Montclair.

B E V E R L Y T I M I N S: I am from Essex County. Actually I came to this meeting-- I understood that the other meetings had been held in Morris County, and that the future meetings were not going to be held in Essex County, and I really wanted to be heard. I thank you very much for calling me up so quickly.

I live in Montclair, I think. It may be the runway of Newark Airport. I may be on an aircraft carrier. Sometimes I think I am on the observation deck at Newark Airport. Of course, I am not comparing myself to the people who are living right close to Teterboro, but certainly in the last six months, the traffic really has increased in the area of Montclair.

Planes are flying over also. I thought they were flying in and out of Newark Airport, but planes have been flying around at one in the morning; we have had them at two in the morning; we have had them at three in the morning; we have had them at five in the morning; and we have had them at six in the morning. I don't know what goes on on Thursday nights, whether this is when the checks fly in, but I notice that there is a tremendous amount of activity that starts on a Thursday evening and goes into early Friday morning.

ASSEMBLYWOMAN OGDEN: I think Thursday is the busiest day for airports.

MS. TIMINS: Well, you see, I am new to this whole thing, but I heard from the gentleman that, you know, billions in checks come flying in tonight. We seem to have varied aircraft. You can look up and see them. They are right there. You can hear them; you can see them. They seem to be large; they seem to be small. We also have a tremendous number of helicopters flying over our area.

I teach in West Orange, and there are times during the day when I actually have to stop. All the kids run to the window, and we can see big and little aircraft and a lot of helicopters flying around. It does interrupt the teaching process.

I wrote a letter to a name I was given, a Mr. Donald M. Perry, who is the Noise Abatement and Environmental Officer for the FAA. He is stationed at Kennedy Airport. I just got the response today and, of course, I was very impressed with the testimony that was given. I wonder if you would allow me to read this letter. It says some very revealing things about Teterboro, which sort of surprised me, because I thought I was writing to him about Newark Airport. I don't know about the validity of his comments, but he said:

"Dear Ms. Timins: This is in response to your letter of October 8, 1987, concerning noise of low-flying aircraft from operations at Newark International Airport.

"The noise measurement and Newark runway departure noise studies are being done by the Port Authority of New York and New Jersey. For additional information, you should contact them at (201) 961-2026. The Federal Aviation Administration is doing a simulation study for fanout procedures. This study is still in progress and there are no results to report.

"The Newark air traffic in your area would be from Runway 22 operations. These aircraft are above 3000 feet altitude in this area.

"The type of aircraft you are describing" -- and I was describing aircraft flying around at all hours of the night and early morning -- "may be operating from Teterboro Airport. Aviation activity at Teterboro has increased in recent years. This is an economically growing area with more general aviation activity, as well as air carrier and commuter activity. The late night flights are not, however, air carrier or commuter aircraft.

"We are dealing with this problem from several angles. We try to disburse the noise and not subject one community constantly to aircraft noise. There is no approach or departure route in the area which will not affect some residential area. Noise abatement procedures include using the least noise sensitive runways whenever possible to do so. The use of these less noise sensitive runways causes increased delays and decreased airport capacity. The needs of servicing the aviation community and being a good neighbor must constantly be adjusted and reexamined.

"We are now studying environmentally acceptable alternatives to relieve delays at both Teterboro and Newark International Airports. One such proposal is to develop an improved visual approach at Teterboro which would not interfere with small aircraft departures from Newark Runway 4L or 29 departures.

"We are sensitive to community concerns about aircraft noise, and design air traffic arrival and departure routes with noise abatement given the highest priority consistent with safety. We regret that you are being disturbed by aircraft noise, but we assure you that FAA management is sensitive to its responsibility to the communities impacted by air traffic operations. Sincerely, Donald M. Perry, Noise Abatement and Environmental Officer."

Now, out in the hall I met Mr. Engle and a representative from the Port Authority. They didn't seem to know about Mr. Perry. I don't know if they didn't know Mr. Perry, but they didn't know what Mr. Perry was doing. That might be something you might want to pursue.

ASSEMBLYWOMAN OGDEN: Thank you very much. Maybe you could give us that letter, or send our Committee a copy?

MS. TIMINS: Yes, I certainly will do that. Thank you.

ASSEMBLYWOMAN OGDEN: In order of their signing up, next we will have Mr. Hellmut Hameyer, from Montvale.

H E L L M U T H A M E Y E R: My name is Hellmut Hameyer. I knew you were calling me when you had difficulty with the first name.

First off, I would like to make an observation that it sounds like there are really two problems, or two issues that are being addressed here. One is the issue of the problems of the people who live around Teterboro Airport and live in close proximity to airports. While I consider that to be a major problem for people, it is not the one that I am going to address tonight. What I am concerned about are the people who do not live near any airports, but are now being harassed or harangued by major aircraft noises, which I believe is what we have in Montvale.

Secondly, I would also like to correct what I think may be the mistaken ideas of Assemblyman Rooney and Assemblyman Randall, that the flights they hear in northern Bergen County

are Newark flights. I don't believe those are flights from Newark Airport, but rather they are from Kennedy and LaGuardia. We see very few flights from Newark Airport in Montvale. It is mostly the New York City airports that we see.

My wife and I have lived in Montvale in northern Bergen County, where we are over 20 or 30 miles from any major airport, for nearly 10 years. Until June, 1987, we were never disturbed by jet airplane noises. Suddenly, near the end of June, jet airplanes began flying at low altitudes over our property as frequently as every two minutes, seven days a week. We have counted as many as 22 jets in a single hour. The noise from a single jet roars overhead for as long as two minutes, which is also different from those people who live close to the airports, where the plane noise comes in and goes in a relatively quick order. What we have is, we hear the noise from very far away, and it rumbles through. You keep hearing it rumbling away for, as I say, as long as two minutes.

The noise is so loud that it makes it difficult to hear a television or a radio set at normal volume. The corporate jets are genuinely frightening as they scream and howl over our property at what seems to be tree-top level. Normal outdoor activities, such as gardening or barbecues, which once were enjoyable in our two-acre yard in our suburban town of single-family homes, are now plagued by the continual roar of jets.

After the flights began, we telephoned the FAA on several occasions. At first, we were told that there were no new flight paths over Bergen County. We knew from direct observation that that was false. To this date, we have not received an accurate explanation of the flight path changes that have sent this noise pollution over our home. In fact, I believe if it were another time, it would be called "stonewalling" by the FAA, from what I have seen. I have spoken to probably as many as 10 different people at one

sitting. In other words, 10 different phone calls to people at the FAA, all of them telling me that what I hear overhead is not planes. I don't know what it is, though.

The only information we have received is that the flights are probably coming from LaGuardia Airport, or possibly Kennedy. We have to assume that the corporate jets and propeller planes may also be flying in and out of Teterboro. As you can imagine, we are extremely upset about this unreasonable and unnecessary pollution of our residential environment. The jet noise is damaging our ability to use and enjoy our suburban home. If it continues, it will adversely affect residential activity and market values throughout Bergen County. We are shocked that these flight path changes were determined without any opportunity for the public to participate in the decision-making process. It is outrageous that after having this poor decision which is injuring thousands of New Jersey residents, that the FAA has responded to public complaints with false information, or no information at all.

The FAA has devised new flight paths to accommodate the proliferation of flights by airlines in cutthroat competition with each other. The only benefit that the public may have received as a result of this competition, is the reduction of some fares, but that benefit is limited to discretionary travel, such as vacations along heavily traveled routes, and does not benefit business travelers and others.

The airline industry, like any other industry, should not be permitted to compete with cut-rate prices which result in dumping their pollution into the environment. The airlines should be required to operate in a manner that protects the environment of the general public. A restriction on the number of flights in and out of our area airports seems essential to protect the environment and the safety of the general public. Such a restriction may result in somewhat higher ticket prices

to airline passengers, but it is far more appropriate that the user of the service pay for its cost, than that the residents of New Jersey subsidize below-cost fares by sacrificing the quality of their environment to ever-increasing noise pollution from the airline industry.

I would like to make some recommendations of some things that I hope can be done by the New Jersey State Legislature. I realize there are a lot of things that cannot be done because of Federal regulations. One, I would like to see if it is possible to set standards for allowable noise and allowable altitudes and distances from the airport, which should be more stringent as distances from airports increase.

I would like to see if it is possible to require filing for public availability, all normal flight paths and contingency paths, along with procedures to be followed in determining which paths are to be used.

I would like to see the requirement of monitoring of procedures and noise levels, and the establishment of significant penalties for failure to meet these requirements.

Finally, I would like to see a requirement that the Port Authority limit the number of flights that can enter and leave the Port Authority controlled airports in the New York area, and require that airlines using these airports have a minimum average loading factor on their aircraft in this area, which should significantly exceed the current average loading of between 50% and 60%. What's happening is, we have all these planes in the air, and the average loading is under 60% on these planes. Many of them are below 50%, for the airlines themselves. They have just released their figures. So what's happening is, we have half empty planes creating all of these problems for us to boot. If we can limit the number of planes coming in and out, at least that would help to ameliorate the problem somewhat.

Thank you. (applause)

ASSEMBLYMAN MAZUR: I would just like to assure you that the flights that come out of Newark Airport do go over your neighborhood. I found myself on a plane from Newark to Portland, Maine, and that plane took off from Newark. It went steadily up the west side of the Hudson. I saw the George Washington Bridge pass. I saw the Tappan Zee Bridge pass. Then it swung over White Plains, or the area north of White Plains -- northern Westchester County.

MR. HAMEYER: We probably would not hear that aircraft. We probably would not have seen that. Very seldom do we see planes-- I fly quite a bit myself, and what happens is, the planes that are going to Newark, when they are coming from the north, swing around to the west and come back up north to land, most of the time. The ones that are going north, as you say, swing over towards the Hudson River, and generally follow the river a little bit. The planes we see are generally coming northbound, and then they swing west, just right over our barn. I think we have an "X" on it. Putting together a lot of conversations I have had, they are mostly LaGuardia planes. A few planes from Kennedy, but mostly from LaGuardia. They are the ones that converge to the different points they have out in West New Jersey now as beacons.

ASSEMBLYWOMAN OGDEN: Thank you very much. Mr. Michael Falk, also from Montvale.

M I C H A E L F A L K: My name is Michael Falk. I am from Montvale, New Jersey. I would like to thank this Committee, and Assemblywoman Ogden, Assemblywoman Randall, and Assemblyman Rooney, for being an outlet for some of the frustrations we have had, and for giving us the ability at least to find out that we are not the only ones going through these problems.

Hellmut is far more eloquent than I am, and I would just like to agree with him on everything he said. We are neighbors. I disagree on one point. They are not coming over his barn; they are coming over my house.

Ten years ago, I lived in Fort Lee, New Jersey. I worked six and seven days a week, and only had an opportunity to sleep late occasionally. After a number of years of trying to fight city hall and the FAA and LaGuardia Airport, I called up and said, "Okay, where don't you fly to?" I am really not exaggerating. When I went in search of neighborhoods to move to, I went looking for a place that was not off the runways. Now, I have a long-term relationship with airlines. My wife was a stewardess. She worked at Newark Airport. I am a frequent flyer. In fact, Mr. Engle's airline got me in two hours late last week. He can't do anything about that, but I do fly a lot.

So, I went looking for a place that didn't have airplanes, and I found it. It was Montvale, New Jersey, except 10 years later, they found me. If I was paranoiac about it, I would say they had really been looking for me all of this time.

Really, what I would like to say to you people is, look, you can't fight the FAA. You can't fight the IRS, and you can't fight the IMS -- the Immigration Service. Those are three autonomous organizations in this country that make their own laws, make their own rules, do whatever they want. But we can fight politically. We pay their darned salaries. They pull their pants on in the morning like everybody else. There is a way to get to them.

Now, I am disturbed by the fact that the local people have been making this a bread and butter issue, not Lautenberg or Bradley or our Federal officials; not our other Federal officials, who should be the ones involved in this. Lautenberg is on this committee. Now, this is affecting his State. The man is running for reelection. That annoys me. At least have enough political wisdom to say, "Wait a second. Maybe I will send a representative." I have called; Hellmut has called; other people we know have called. We have gotten the short shrift. The only response we have gotten was from people who seem to be sitting under the airplanes like the rest of us.

I know that in times of stock market declines and other things that this may seem like a pimple on the face of American problems, but it is not. This is affecting me directly. It is affecting my family directly. It is affecting how I live directly. It is no fun having this many planes come over. I moved to get away from them, and I don't want to have them now.

All I can suggest to you is, look, mobilize somehow. The fact that there is this much of a turnout here with only the barest of information, I think is incredible. If there was some sort of widespread information about what is going on, I think you would have wider hearings. Come on up to northern Bergen County. You'll find that the people there will respond to you. We didn't have enough time to notify a lot of other people who live up there.

We are in a different category than the people who move next-door to an airport or who live next to an airport. They didn't build an airport up where I live. Someone started sending them over at me.

There are a lot of other things I could say, but basically, I am annoyed by the FAA's response, which I read in the newspaper at the beginning of all this, in which one of their representatives said, "Well, anything over 3000 feet doesn't impact environmentally on the people underneath." I found that most distasteful and most distressful to hear from someone whose salary I pay.

Lastly, I think what we have here is looking at the analysis of what the FAA is doing, and then being concerned for one aspect. This is only part of what they are doing, and they won't tell us the rest of what they are doing. So, I can't ask them, "Okay, where should I move to?" They can't tell me that and/or they refuse to tell me that. If there is something politically that we can do to make our Governor responsible, our other people responsible-- You folks are at a lower

level. You can't squeeze as much as the people higher up the ladder. But they still have to get elected; they still have to be responsive to us. If there is anything we can do to help you folks publicize it, get the word out, call the newspapers, call the radio stations-- When we had the problem in Montvale with the helicopters -- it wasn't Woodcliff Lake, it was Montvale -- we mobilized. We got people. It was just a grass-roots thing. It can be done. Please help. I want to get rid of those sons of guns.

Thank you. (applause)

ASSEMBLYMAN MAZUR: Mr. Falk, one of the members of our congressional delegation -- there may be more-- I know that Congressman Torricelli has been working with the mayors' group around Teterboro Airport, and I believe he has a representative here tonight. I saw one member of his staff here a little earlier. He has been monitoring this thing. He also has some legislation in, or is working on legislation to deal with the Stage 1 aircraft at the Federal level.

MR. FALK: We spoke in Roukema's office. She is our Federal representative.

UNIDENTIFIED SPEAKER FROM AUDIENCE: Forget it.

MR. FALK: There was no real response, and I don't know how to get that response generated, except to say, "Listen, we're voters, let's do something."

ASSEMBLYMAN MAZUR: A problem with Federal legislators is, if you think that being 1/80th of a State Assembly -- or rather 1/120th of a State Legislature -- is an insignificant role, just think about how many Congressmen there are and Senators, and you will understand--

MR. FALK: I do.

ASSEMBLYMAN MAZUR: --that a Senator from Arizona can hardly be concerned about your problem out here, you know. So, it takes a little time.

MR. FALK: I don't think it is insignificant, but I am aware of trading. We trade a lot of votes in New Jersey to that guy from Arizona for his water projects or for other things.

ASSEMBLYMAN MAZUR: I understand that, too.

MR. FALK: I think the bottom line is to rein in government -- independent agencies of government, which is, I think, part of what we are talking about.

Again, I thank you very, very much for your interest.

ASSEMBLYMAN FELICE: Michael, I must say this, having been involved in aviation. You're right. A lot of the corporate pilots used to live up in Montvale, but they are not living there any more. (laughter)

MR. FALK: They moved out before I did. We checked with all of them, because they were my wife's friends from when she was flying.

ASSEMBLYMAN FELICE: I wondered why they moved to Florida.

MR. FALK: That is what I am trying to find out.

ASSEMBLYMAN MAZUR: No, they have gone up to Sussex County. There are a lot of them at Lake Mohawk out there.

MR. FALK: Thank you.

ASSEMBLYWOMAN OGDEN: I should tell you, Mr. Falk, that we do have an ad hoc task force that has representatives from Senator Bradley, I think Lautenberg, and various congressional representatives, freeholders, etc. We started meeting with the Port Authority, the FAA, and the Aviation Development Council in June, because of the Expanded East Coast Plan, which is the principal problem in my area. We have a similar problem to the previous speaker--

MR. FALK: Mr. Hameyer.

ASSEMBLYWOMAN OGDEN: Yes. There are communities that are 40 and 50 miles away -- I don't live that far out; I live about 20 miles away -- that are having planes coming

New Jersey State Library

repeatedly, and the noise is just like a rumbling -- the rumbling of a freight train almost, but it is a plane.

MR. FALK: He was speaking for me, so I wasn't going to repeat what he said. But I moved for an additional commute on my body, on my senses, on everything, to get away from that. That is the unfair part of all of this. The bottom line is, there is a new Transportation Secretary coming up for confirmation. Senator Lautenberg is on that Committee, which is going to be talking to the boss of the FAA. Now, his State is saying something to him through its elected representatives. That is a perfect forum, at which he can then say, "Listen, what are you going to do about the FAA and all the things that are going on here? Forget about near misses with Elizabeth Dole. She doesn't care about that any more. What are you going to do for my people?" That is what I am talking about -- a political motivation.

We can kick and yell and scream to our heart's content, but we have to kick and yell and scream so that somebody who is aware of it does something. That is a perfect political opportunity. You guys are in the business. I'm not. I can only suggest it to you.

Thank you.

ASSEMBLYWOMAN OGDEN: Thank you. Katherine Smolenski (phonetic spelling), from South Hackensack? (no response) She must have left. From Englewood, Rita Mirenov (phonetic spelling)? (no response) That means she has also left. From Emerson, Rick LaChotta (phonetic spelling)? (no response)

ASSEMBLYMAN FELICE: Maybe they're outside eating a donut.

ASSEMBLYWOMAN OGDEN: Or they're outside drinking coffee. Gary Roth, from Hackensack?

G A R Y R O T H: Good evening. I didn't leave, because I don't get to sleep much, so it doesn't make any difference where I am. It's funny, long ago, when I was back in college,

we did an experiment with laboratory rats. We kept waking them up. They got very irritable. I think you already know that, but I feel better.

We have learned a few things tonight, but those of us who have called Teterboro Airport already knew most of them. We know about Stage 1 and Stage 2 aircraft, and we know that the people at Teterboro Airport are very nice. But, we still get awakened very regularly, between the hours of midnight and six in the morning.

The one thing I didn't know was that there are only eight to ten airplanes doing all these terrible things to us.

ASSEMBLYWOMAN OGDEN: Eight to ten Stage 1 jets.

MR. ROTH: Right. I live about five miles from Teterboro Airport. I can tell the difference between a DC-10 going over to Newark and a Stage 1. A Stage 1 rattles my windows, and wakes me up. A DC-10, if you hear it, is like-- I am far enough away, and they are high enough generally, to say, "Oh, an airplane." A Stage 1 is, "Oh my God, where is it?" There is a big difference. And now we know there are only a few of them. That's kind of interesting, because there are more of us. If we can stop the Stage 1s, if we can stop them from flying at night, then we can start doing a little bit of sleeping, and we can start looking at the rest of this. If we have to confront the Federal government by enacting legislation and awaiting a challenge from the FAA, well then we will have to do that. But, if we can influence the nice people at Teterboro not to let these planes fly at night, or not to let any planes fly at night if they feel that not letting Stage 1 planes fly at night would be discriminatory -- which is what they explained to me -- then maybe that would be a good first step.

Another thing they told me when I called was that part of the problem with these aircraft is that the FAA won't let them use certain landing and departure routes early in the

morning, even though the reason for the routes they use is because of LaGuardia Airport, which they told me is closed during those hours. That doesn't make much sense to me. If that is, in fact, the case, that shouldn't be all that hard to fix, because there is nobody in the way any more. Nobody likes having aircraft fly over their heads. Nobody likes noise. Nobody likes boom boxes. But we all live here in the New York area, and we all know that we are not going to hear cows mooing any time soon. But, there is some middle ground, and certainly a good place to start for that middle ground is between the hours of midnight and six in the morning.

I am really gratified that you people are here. If I seem irritated, it is because we had a noise event at 4:15 this morning, and I never got back to sleep. I think a lot of people are having serious problems. The fact that you are here tells us that it is not just us in this area, and maybe distributing the flights to other airports would help. But unless you deal with the aircraft themselves, you will simply distribute the number of people yelling, but you won't reduce their number, not in our State. There are just too many people in too small a place.

Again, I just think we need to go after the worst offenders. If there are really only eight or ten of them, and if the Federal Reserve and its member banks are paying for it, maybe some pressure can be applied directly to the Federal Reserve and its member banks. They like smiling people.

Thanks very much.

ASSEMBLYWOMAN OGDEN: Thank you. Mr. Czochanski? (no response) Ruth Guerrero, from Carlstadt? (affirmative response)

R U T H G U E R R E R O: I want to thank you for allowing me to speak. I have a log here from June 24. We had, on June 24, over my own home -- let me do my checking here -- 187 planes, from 7:30 in the morning to 3:30 in the afternoon. That is one log.

I called the airport on September 9 at 11:40 p.m. I was told that they couldn't do anything about the noise. I have had less than four hours sleep in seven days. September 10: Called airport at 1:55 p.m. I was told that they would use another runway. That lasted a half hour; then the noise became impossible, starting again at 4:00 p.m. through the whole night.

If you have your TV on, it goes off. You have to have cable in my neighborhood. Otherwise, you can't watch it. If you have a garage door opener, forget it. Every time a plane goes over, the garage door goes up. If you have remote control on your TV, try to use it. It's impossible. It goes off when a plane goes over.

I have a few more little things. Lights shine in your bedroom at night. I have called the airport, and I have been told that they can't go over the Meadowlands any more, because it disturbs the horses. I have also been told that when there is a game at the stadium, it disturbs the people in the stadium.

Now, Mr. Engle has been to my home. He has told me that those planes do not go over my home. He was sitting in my kitchen, and where were the planes? Over my home. Now, Mr. Engle, do you remember coming to my home?

MR. ENGLE (speaking from audience): No, I don't, ma'am.

MS. GUERRERO: Well, you did.

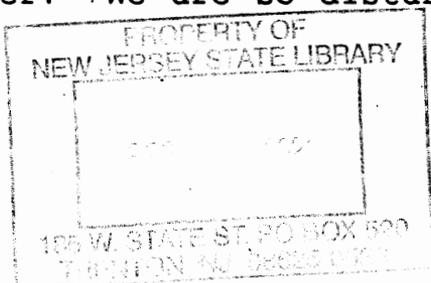
MR. ENGLE: I remember you now. You were in my kitchen.

MS. GUERRERO: You were in my kitchen.

MR. ENGLE: How many years ago? Eight years ago?

ASSEMBLYWOMAN OGDEN: Please, Ms. Guerrero.

MS. GUERRERO: And this is all the satisfaction we have gotten over the number of years since we have gotten in contact with them. I have logs. We have been working with a lawyer. We are so disturbed that we are suing the airport. I



know we are not going to get anywhere, but if we get enough publicity and TV and news reporters come in, I'm sure we are going to get some help.

Thank you. (applause)

ASSEMBLYWOMAN OGDEN: Sylvia Spaeth?

S Y L V I A S P A E T H: I would like to thank this Committee for the opportunity of coming here tonight. I am appreciative of the fact that it is our local people who seem to be most responsive to our needs related to this particular problem.

ASSEMBLYWOMAN OGDEN: What town are you from?

MS. SPAETH: Oh, I'm sorry. I am from River Edge.

ASSEMBLYWOMAN OGDEN: River Edge, thank you.

MS. SPAETH: I have been in contact with Congressman Torricelli, Senator Bradley, Senator Lautenberg, and all of our local Assemblypeople. I have had responses from all of our local people. I have not heard from Torricelli; I have not heard from Bradley. Today, I did receive a letter from Senator Lautenberg, which is not particularly helpful.

So, it appears that it is our local people who are responsive to us. Perhaps tonight, this assemblage here can form the nucleus of some sort of a group that can work together to try to alleviate and remediate this problem. I would be happy to discuss this with anyone who is so inclined, to find out if there are enough people here who would like to band together to see if we could work with you people, to find out some way in which we could change things.

In sitting here and listening, one of the things that occurred to me-- I don't know anything at all about law, but I have heard about class action suits being taken up for different things, which has worked in other areas. Perhaps this is something that could be investigated.

In any event, I will read the statement I prepared. Much of this has already been touched upon. Before I do that,

however, may I also recommend and suggest that additional publicity is needed for you people, too. I learned about this meeting through Elizabeth Randall, and then later on through Mr. Rooney. But when I called The Record several weeks ago, they were not aware that this meeting was going to take place. I called our local Town News, and they were not aware that this meeting was going to take place. As a result of my call, I'm sure this turned up on the front page of today's Town News -- the notice of today's meeting.

ASSEMBLYWOMAN OGDEN: We appreciate your doing that, but we actually did notify The Bergen Record, and all the local papers.

ASSEMBLYMAN MAZUR: They all received press releases.

ASSEMBLYMAN FELICE: All of the papers were notified.

MS. SPAETH: Well, when I spoke to the transportation writer, he was not aware of it. When I spoke to the editor of this paper two weeks ago, he was not aware of it. That is all I can tell you.

As far as my prepared statement: The change of flight patterns in this area has caused an increasing disturbance and increasing discomfort since the summer. The noise is annoying during the day, and interferes with sleep at night. At times, it is incessant. It often wakes me up, and prevents me from getting back to sleep. There are days that I feel exhausted from the lack of sleep, which is directly attributed to the airplane noise problem.

A phone call to Donald Perry -- and that is the same Donald Perry -- at the Noise Abatement Division of the FAA, located at Kennedy Airport, provided me with the information that when two specific runways at LaGuardia Airport are in use, the flight pattern is directly over this part of Bergen County. On those days, it is unbearable.

Additionally, we are on the flight path to Teterboro, and at times we can see 747s that are probably bound to and

from Newark and Kennedy. There are periods when the noise levels from the planes make it like a war zone. Indeed, my husband, who was in England during World War II, said that all of the planes overhead remind him of the Battle of Britain.

There was one night last week -- it was a Thursday night -- when he stood outside for almost an hour and clocked those planes. There was a plane a minute.

Now, I am completely sympathetic to the people who live in Moonachie and places such as that. However, people who choose to buy homes near airports are aware of the problem when they make their decision. We moved here 30 years ago. I am not demeaning or minimizing their problem, but I would just like to make my point. We moved here 30 years ago, so that we could enjoy the peace and quiet of suburban living. Suddenly we find ourselves under siege and subjected to deafening noise levels. Sometimes it is impossible to conduct a conversation.

I trust that your Committee will strongly recommend remediation of this problem. I would like to repeat that if there are enough people here tonight who would like to form a group, I would be happy to work with them.

Thank you very much for this opportunity.

ASSEMBLYWOMAN OGDEN: Thank you, Ms. Spaeth. Is Burt Heaney here? (affirmative response)

BURT HEANEY: I don't have a prepared speech. I didn't realize you were going to have this meeting tonight. I came home from work at 4:30, and my wife showed it to me in the paper. She knows how concerned I am about the airplane traffic over my house. I rushed through dinner, and I came down here right away, hoping I would be able to get a chance to come up here and say something.

I have heard a lot of impressive speeches here by people who are in much worse situations than I. I live right here in Hackensack, on Fairmount Avenue. I heard people from Moonachie, who are much, much closer to the problem than I am.

I am about two miles off the end of the runway. They are about a half mile off the end of the runway.

I heard the other end of the spectrum, people living up in Montvale, and they say that they have the same identical problem. I sympathize with them in one way, but I was up there the other day looking for a house. I am trying to move out of this area. I think it is quieter up there. I appreciate the fact that it is as annoying to him as it is to me where I am. I cannot escape from this county because I am an employee of the State. My wife is an employee of the school system here. We have pension plans here, and now I am stuck. If I weren't, if I were in the private sector, I would move.

I heard a lot of impressive speeches. People talked about a plane every four minutes, every minute and a half. I agree with them. I had a stop watch, and I went outside on a Sunday morning. It started up, and it was every minute and a half on that Sunday morning. Sometimes it starts at nine o'clock; sometimes it starts really late at 11 o'clock. If it starts late at 11 o'clock, it will go all the way through until maybe 9:30 or 10 o'clock at night. Sometimes it abates at night; sometimes it doesn't. Sometimes it goes all the way through the night.

It is not just one airport. It's just not Teterboro. It's Kennedy, it's LaGuardia, it's all of them. It is the planes taking off out of LaGuardia. They fly over here. The engines are revved up; they need more power to take off. The ones landing aren't so bad. They are throttling back, but yet you can still hear them.

Of all of the arguments you have heard here tonight, all of them are valid; all of them are true. I don't mean to pick on Mr. Philip Engle. He is a neighbor of mine, because I live here in Hackensack, and he is in Teterboro. He gave you some arguments in defense of the airport down there. Well, that airport is an old, old airport. This community has

changed dramatically. That airport might just be considered a dinosaur. Somebody brought up the point that people fly in there for personal pleasure. I have friends with a pilot's license. They call me up and say, "Hey, what are you doing tonight? Let's go to Bridgeport, Connecticut. I know a nice seafood restaurant." I hate to think that people are taking off out of Teterboro Airport in their own private planes to fly up to someplace to see a girlfriend, or to go to some restaurant in Bridgeport, Connecticut, or Poughkeepsie, and causing me grief, and causing everyone else sitting in this audience grief.

As far as executives flying in there in corporate jets, it is only a minor inconvenience for them, and probably no more expensive because they put it on their tab, to fly into Newark, with the regular flights that are flying in there. One gentleman brought it up, but we all know that those flights are not full. For their convenience, we are inconvenienced. For the convenience of a few people flying into a general service airport -- and I hope I have this right-- General service means that anybody who has the money to pay the landing fee can land there, no matter how relevant their mission is.

Now, Mr. Engle, I am not picking on you, so don't take this personally. You told us about the hearts that are flown in here, or whatever. If you have a heart and you have to fly it in here because of an emergency at the hospital, call me, and you can land in my back yard. I don't think you will do that more than once in my lifetime. I don't believe you fly that many critical items in here. If you do, I do not begrudge you the chance to do that. I do begrudge you the chance to make money for Pan Am. You never mentioned how much Pan Am takes out of this community in fees for running that airport, nor how much you pay to the Port Authority of New York and New Jersey -- which the Governor of this State appoints the Board

of Directors of -- to allow you to use that airport to make money for Pan Am.

As far as the Federal Reserve goes, there are other airports if they don't-- You know, the lowest bid contractor-- That is really such a pathetic statement. You're telling me that for maybe one dollar lower on a bid, that I have to tolerate these planes coming in here. I would rather pay more in my taxes and have them go to Newark on a different type of plane. It would annoy less people. Or even come in here on a different type of plane.

As you sat here, you heard about Stage 1, Stage 2, and Stage 3. I never even knew these planes existed. I am sort of glad I came here tonight, because now I can identify what is going over. It is pure poppycock about 10 planes. I live two miles right off the end of the runway, and it is a lot more than 10 planes. It is rather pathetic, Mr. Engle, that you come here with all these figures on how you send someone off with a scholarship to go to college, and yet you can't tell us how many jets land here. You came here with a lot of statistics in your favor, but none that were realistic. You should be able to come in here and not say that you gave a scholarship to some individual. If you send someone to college, he is not going to come back and live in Teterboro. I can guarantee you that. He is not going to live in South Hackensack; he is not going to live in Carlstadt; he is not going to live in Maywood. He is going to move somewhere else. If a kid really wants to go to college, he doesn't need your scholarship. You haven't done that much for the community. I don't want you to be a good neighbor to me. I don't want you as my neighbor.

I have nothing else to say. (applause)

ASSEMBLYWOMAN OGDEN: Barbara Blumenfeld?

B A R B A R A B L U M E N F E L D: I am from Teaneck. You have heard people from my town speak, and also Councilwoman

Kieliszek speak from my town. I think she may have possibly given you some ideas about how this can be fought. I think that after listening to everyone with all different sorts of problems -- those living near the airport, those living in medium proximity to the airport, and those living far from the airport -- the thing that emerges here is, the airlines and the people who fly the planes have it all their own way. There is no legislation; there is nothing to protect the people who live on the ground. I think this has become an issue now because there is more and more airline traffic. I think it has to be addressed. I think the people who live on the ground have to have the right to have something to say about where the planes fly, how low they fly, and what is going to happen with the aircraft.

I really hope that you can do something about it. Assemblywoman Ogden, I saw you receive an award for your work on the wetlands bill. I hope that sometime soon we can come back here and give you and everybody else here tonight an award for helping us to solve the airplane noise problem.

I did want to make a comment on Mr. Engle, the airport's noise monitors, and the hot line. I was a frequent caller. I don't call any more, because after calling for several years, I realized it was utter nonsense. There is nothing that that hot line has ever done for me. When they ask you over and over again, "What is your name? What is your address? What is the plane number? Where is it going?" you just can't keep doing it over and over again, and not get any result.

As far as the noise monitors go, Mr. Engle has repeated the same thing at many, many hearings. It took many, many years for those monitors to go in. I heard someone describe the airport reading the data and deciding what is noisy and what isn't noisy. That's the fox watching the chicken coop. I think that is exactly what is going on here in

every way. I don't think the airport proprietors of Teterboro Airport are going to do anything to alleviate noise or alleviate any other problems, unless they are forced to. The only way is through some kind of legislation, or something that you can find to do to force them to ban loud planes, possibly put a curfew on, and raise the flight heights. As Councilwoman Kieliszek mentioned before, we have a lower flight height for our population density, by the admission of the FAA man at the '86 congressional hearing, than Brooklyn, Queens, and Manhattan. I think this would be a good solution for our town.

To summarize, I think the main thing is, we do not have anything to say. The people on the ground do not have anything to say. The airlines have it all their own way.

One more thing: I heard Mr. Engle describe tonight a 70 decibel flight as a quiet flight. I disagree with that. I don't think that is a quiet flight. I think that is a noisy flight. That kind of a flight should be eliminated at night.

Thank you.

ASSEMBLYWOMAN OGDEN: Thank you. John Schwartz, of Moonachie?

J O H N S C H W A R T Z: My name is John Schwartz. I am from Moonachie, New Jersey. First of all, I would like to thank you people for having this hearing. Having been a former councilman in the Borough of Moonachie, and having attended meetings pertaining to Teterboro Airport for over 17 years, I have heard more excuses from representatives like Mr. Engle than Jessica Hahn has boyfriends.

For several years, I have been contending that Teterboro Airport has management, but no control. Each time we ask Mr. Engle who has control over the helicopters, he says, "The FAA." Who has control over the jets? He says, "The FAA." Unfortunately, I don't hear a FAA representative here at this meeting.

We hear a tremendous amount of news about the new monitors. We have a monitor in Moonachie, which was placed in its position at the behest of Teterboro Airport. Councilman Hansen brought up to you before some decibel levels which were maintained on Jackson Place, which is one of the streets in Moonachie itself, which is approximately 500 yards away from the monitor, which happens to be in an industrial zone. I think you would find, if you were to correspond the dCBs of the overflight monitor, which is on Joseph Street, with the dCBs that were at the ground monitor on Jackson Place -- you would find that there is no comparison whatsoever.

The monitor that they continually talk about, in Moonachie especially, monitors overflight of a landing pattern. It does not monitor the ground level noise, which is not airborne noise, which Mr. Engle and Assemblyman Mazur have stated is the responsibility of the airport. The noise levels that Mr. Hansen brought to you were monitored of planes primarily on the ground at Teterboro Airport. They rev their engines to an unbelievable sound.

So far tonight we have been contending with jet noises. Very little has been said about the approaches of the helicopters into Teterboro Airport, which, in itself, for 17 years, has been a problem at Teterboro. Mr. Engle says they have no control. We have been told by Mr. Engle and other representatives that the flight patterns are established by the FAA. We have been given working flight patterns which have been continually broken. Mr. Engle has told you that if there is an infraction, they definitely identify and talk to the person who has broken that rule. And if they do it again, they definitely send them a stronger letter of their discontent. So far, that seems to be the absolute limit.

There has been one plane removed from Teterboro Airport in this 17 years. The only thing I have ever heard from Teterboro Airport is the fact that they lost over \$150,000 a year income by having that plane removed.

Teterboro Airport being a Port Authority property-- If you drive through any one of the Port Authority bridges or tunnels and you cause an infraction of the law, you appear in a local court, because the Port Authority has no court system. Your fines are established by the local court. I would like to suggest to you people that since they have made such a tremendous point of putting these sound monitors in, if these monitors show infractions, have these infractions handled in the local court. You will find a distinct change in patterns. You will find a lot more cooperation from the pilots, simple because -- as you know with your own children, or any other child -- if a child is not corrected properly, he will repeat what he has done before.

The number of people you have heard complaining of noises-- Unfortunately, you have not heard enough, because of the small amount of publicity. Mayor Dressel mentioned a Mayor's Committee. The Mayor's Committee does meet, but, unfortunately, the Mayor's Committee of the communities do not meet with a large group of people from the town and compile all of the things. They can't. It is difficult. You, yourselves, know the number of meetings you have to attend. Every time I have seen a meeting that was publicized adequately, there was a large attendance. I happened to find out about this meeting due to a woman by the name of Anna Davis, who I do not even know. She placed cards in the local pharmacy, and I found that card talking about the meeting. As for The Bergen Record, if you looked at tonight's announcement of the meeting, and you read it, you would think that the meeting was canceled -- if you read the article in The Record. I believe it is on the second page in the community issues. It gives the appearance that the meeting was actually canceled.

I would hope, as I say, that somehow you can regulate the punishments of the people who cause the infractions. Again, Mr. Engle being here-- Unfortunately, the gentleman

from Newark Airport was not announced, but we have his counterpart. He can't really take too much guff from Teterboro. The people from Morristown, who are becoming involved with the noise of airplanes now-- I don't blame them. I moved into Moonachie 30 years ago. It was a small airport. The noise levels were acceptable. You could live in the proximity of the airport. These people are just getting the first touch of it. They can still hear the birds when the planes go over. If we have a person on Jackson Place, where the noise monitors were placed by Councilman Hansen-- If a woman has a child in a crib in another room, and something happens, there is no way in the world, even if she were to have a monitor in that room, that she could hear that child.

I have two teen-agers. They have stereos. When they complain that they can't hear their stereo in the room, then by God there is something wrong with someone. Either it is the sound expert who appeared at the meeting in had in Moonachie with Mr. Engle, or something else, because believe me, I don't know for how long I am going to be paying for whatever hearing aids they may wind up having to have in the future, just from the stereo sets, let alone from what the aircraft cause. The sound levels are despicable. They are not being controlled. The airport is being managed, but it is not being controlled. The sound levels on the ground cannot be monitored by these monitors that are located.

I got a map from Barbara a while ago, and just in pencil markings I have drawn just little dots to show you the locations. If I may show it to you, I will be glad to. (witness shows map to members of the Committee) The dot you see located here is where the monitor is. This dark line is the Jackson Place area, which borders all of the homes. This "X" is the end of the runway where the jets rev their motors. This little bit of a runway which crosses here, is the runway that that monitor was supposed to regulate. I am sure you will

find out from Councilman Hansen that the planes which are monitored are in the landing pattern to Teterboro Airport. Mr. Engle did say that the only noise those monitors are made to monitor is overhead noise. They do not contend with the noise we suffer.

Am I right, Mr. Engle? (Mr. Engle responds from the audience, but response is indiscernible to transcriber; no microphone.) The good neighbor policy which has been discussed at Teterboro, I have heard about for many years. As I say, I have been involved with these people for 17 years -- with Dick Smith, who was the airport manager; with Frank Gammon (phonetic spelling), who was the airport manager; and now Mr. Engle, who is the airport manager again. It's the same story. If you go to one community, which has been happening-- Teterboro representatives would appear in Moonachie, and they would give their story. Two weeks later, they would appear in South Hackensack. If you were to be at that meeting, you would not believe that these were the same people you spoke to in Moonachie, because there were different explanations and different reasons given for it.

Again, if there is some way that you can have the violations penalized in the local communities, instead of relying on Teterboro Airport, which does not penalize the people coming in and out and causing these problems-- I have asked Mr. Engle the same question many times. I have asked Mr. Fred Gammon, who is a Vice President the same question. Again, one aircraft in 17 years has been removed from Teterboro because of violations.

Again, Mr. Engle, am I wrong? (indiscernible response from audience) Thank you.

Everyone has to pass the buck. In this particular thing, the buck doesn't stop anywhere. I mean, if you could have a move like this in a basketball game, you would be the best team in the world, because they move so quickly -- pass

it to here, pass it to there. The FCC (sic) people have been with us. In fact, I think I insulted Mr. Engle at one of our meetings. I told him and the representative from the FCC (sic) that if they had children, and they raised them the same way as they run the airport, I was going to buy a gun. But, I know Mr. Engle a little better than that. He is doing a job. He has to do the job he is doing and, unfortunately, it is only one step on the ladder.

The gentleman over here from Montvale was complaining about the noise. Don't fly Pan American. If you don't like what Pan Am is doing, don't fly Pan American. They are the people who are actually running Teterboro Airport. We keep aiming at the Port Authority. Pan American people are the people who don't listen. They are not the good neighbor.

I thank you. Again, I thank you for having this hearing.

ASSEMBLYWOMAN OGDEN: Thank you, Mr. Schwartz. We have one last person signed up to speak -- Mr. Frank Krause. Mr. Krause will be the last individual, because we said we would be out of here as close to 10 as possible.

F R A N K K R A U S E: I thank you for this opportunity to speak before the Committee. I apologize for being out of town when the Committee held its Committee meeting in Union Township.

My comments are going to have the perspective of a Union County resident. They are going to reflect the concerns and the frustrations of a Union County resident. The noise problem is relatively new to us in Union County.

ASSEMBLYWOMAN OGDEN: You're from Cranford, Mr. Krause?

MR. KRAUSE: From Cranford, yes. I do, however, share the concerns of my neighbors here around the Teterboro Airport with the decibel levels measured between 65, 70, 90, and even 105, and the fact that it is disrupting the quality of life in this area. We are finding the same thing certainly to be true in Union County. I am relatively confident that the ground

swell of citizen protest that has developed, is going to lead to some form of noise monitoring, and eventually to the development of mutually acceptable standards -- staged eliminations of Stage 1 and Stage 2 aircraft engines.

However, once the political pressure is relaxed, I don't think there are any of us here who are going to be naive enough to believe that there won't be further violations; that there won't be low-flying planes; that there won't be expanded traffic on those routes; that there won't be rapid revving up of engines; and so forth. While I feel the Committee's goal of noise abatement is certainly good, clearly I don't believe it is enough.

I reflect back, and I think back about a year ago, and wonder why the quality of life in the Union County area was not affected. I can think of the summer of '86. We had quiet, serene summers on our patios and along the river in Cranford. There weren't any organized protests and there weren't any committee meetings. I really know what the villain is. What has happened is, we now have the Expanded East Coast Plan, which was introduced in 1987. Our problems began to develop in the last eight to ten months. They ushered in all the noise problems in the vast area -- the heavily populated area -- to the northwest of Newark Airport.

I request that the Committee identify this as a major problem, to target it as a very ill-conceived plan. The plan was actually introduced by the FAA, without the benefit of noise standards; without any monitoring evidence to be presented; and without any understanding whatsoever of the harmful effects of those decibel levels in that area to the west and the north of Newark Airport. That doesn't even mention that as planes from LaGuardia and Kennedy are expanded and funneled into that northeast plan, it is going to get worse.

The third point I want to discuss on the effect of the Expanded East Coast Plan-- I want to actually show you how it

has been so devastating to the Union County area. I have before me a map that was published in The Newark Star-Ledger in May of this year. It shows Newark Airport circled in the center, and it identifies the major runway of Newark Airport, running from north to south. I would like to just refer to that runway a little, and compare it to the runway in Detroit, Michigan, where in August, I believe, there was the tragic crash and loss of 150-plus people in the accident there.

Now, by comparison, the runway in Detroit, Michigan, is 11,000 feet long. The one we have in Newark Airport -- and it is the longer of the two; there is an east-west -- is 8500 feet. So, there is a 2500 feet difference in length. Now, when the FAA investigated the August crash, I think the principal reason they felt for the crash was pilot error, and not elevating the flaps for a takeoff. But, there were secondary reasons. The plane was heavily loaded, and there were some reports that had the runway been longer, that even with not elevating the flaps and with the heavily loaded plane, the plane could have been safely airborne. Now, mind you, the runway we have in Newark is 2500 feet shorter.

I am going to suggest that the Committee members here make a personal inspection of that runway. I have done it. I would like to suggest a time around six a.m. to seven a.m., when they can see between 15 and 20 jumbo jets, that are lined up waiting in a row to be catapulted off in rapid succession at two- to three-minute intervals. They are being catapulted off -- and this is the point I want to make -- directly over heavily populated Union County. They go slightly to the south, and they go over Carteret. Then, as the crow flies, they go between Rahway and Linden, and then they go directly over the center of Cranford, right above Springfield Avenue. They go from there to Springfield, to Summit, Chatham, Morristown, and over Hunterdon County, where I have even heard complaints from residents, I think, here tonight.

Now, the Expanded East Coast Plan, according to the FAA, was a real plus, because it corrected the takeoff delays by 50%. The point that I want to make is that there is a minus on this, too. Heaven help us in the event of things like pilot error, overloading, cargo shifting, or mechanical problems.

So, I am going to respectfully request that this Committee look at that runway -- Runway 22 -- in terms of safety considerations, the traffic density on the runway, the influence of the controllers, controller fatigue, the length of the runway, and the near misses. If you seek, I think, as the number one priority, not only the noise abatement, but the abandonment of this Expanded East Coast Plan-- If not that, at least a major modification of the plan, with the paramount consideration being to reroute the heavily traveled air routes, and to take these planes on takeoff and landing away from those heavily populated areas, and send them back the way they took off and landed prior to 1987, over water routes, where there won't be any problems.

I thank you very much for giving me this opportunity.

ASSEMBLYWOMAN OGDEN: Thank you very much, Mr. Krause. Since we are past our time, this concludes our third meeting. I thank everyone for coming to be with us tonight.

FREEHOLDER CHADWICK: May I just say a word?

ASSEMBLYWOMAN OGDEN: Certainly.

FREEHOLDER CHADWICK (speaking from audience): I want to thank Assemblywoman Ogden, Assemblyman Felice, and Assemblyman Mazur for coming here to Bergen County to hear our testimony. I urge you to try to act to relieve some of the citizens we have heard here, and I think you will. I think it was very interesting, and we all enjoyed listening to all of the people.

So, thank you again for coming.

ASSEMBLYWOMAN OGDEN: We are going to try our best.

ASSEMBLYMAN FELICE: We are fortunate in Bergen County -- a few of us -- because we don't have that far to go. But some of our people-- Assemblywoman Ogden, I know it is going to take her another hour and a half or so to get home. So, it was nice that we were in our own county, and not down in Morristown, as it was the last time. But we'll make sure that she gets on the right path going home.

ASSEMBLYMAN MAZUR: What happens when we go to Atlantic City?

ASSEMBLYMAN FELICE: We'll have to get one of those Atlantic City specials.

ASSEMBLYMAN MAZUR: We'll get a corporate jet to take us to Atlantic City.

(MEETING CONCLUDED)

APPENDIX

Teterboro Airport

TUE OCT 27 10/27/87 12:38:

 Noise Events *

MOONPOLL

Listing File : NE10\$22\$B7
 22/87 through 10/26/87
 0 to 2359 Hours
 Report Includes :
 RMS # 9 only

	RMS	MRMS	Flags	MNL	SENEL	MNL Time	Dur	TSP	TIME FROM START OF NOISE EVENT TO PEAK MNL
1	9	0	H	95.5	105.5	17:4:21	36.0	20.0	
2	9	0	H	92.1	101.3	17:10:41	38.0	19.0	
3	9	0	H	93.4	100.9	17:30:38	32.0	13.0	
4	9	0	H	90.4	98.6	18:30:8	27.0	11.0	
5	9	0	H	90.9	99.8	19:16:14	30.0	16.0	
6	9	0	H	94.8	103.8	19:38:31	32.0	17.0	
7	9	0	H	96.7	105.2	19:42:33	37.0	16.0	
8	9	0	H	92.7	100.8	23:48:31	25.0	6.0	

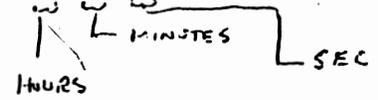
MAXIMUM NOISE LEVEL dBA

SINGLE EVENT NOISE EXPOSURE LEVEL

DURATION

TIME FROM START OF NOISE EVENT TO PEAK MNL

X



ANY EVENT THAT SENEL WAS 95 OR MORE

Paul Hansen 10/27/87





TETERBORO airport

Philip W. Engle
Manager

November 19, 1987

Assemblywoman Maureen Ogden
Chairperson
New Jersey Assembly Aviation Noise Committee
& Ms. Amy Melick
Office of Legislative Services
Authority Section
State House Annex - NC 068
Trenton, New Jersey 08625

Dear Chairwoman Ogden & Committee Members:

I, again, would like to thank you for the opportunity of presenting testimony to your Committee at the hearings in Hackensack. It became apparent as we were listening to the testimony from various other individuals that there are certain points which require either explanation or correction of misunderstandings and misconceptions. I would like to offer the following points for the record of the Committee.

- 1.) The data that was presented by Moonachie Councilman Hansen from the Teterboro aircraft noise monitors was raw, uncorrelated data which we have not yet begun to either study or correlate to actual aircraft events.
- 2.) The noise monitoring system at Teterboro Airport has been in operation for slightly more than one month and because of the sophistication of the system we are experiencing difficulties, not only from the portable monitors, but also from some of the remote monitoring sites. The report that was presented, in addition to being raw data, is the first attempt at drawing information from one of the portable monitors, and currently we are unable to verify the authenticity of any of the noise events. At this point in time we also, having not correlated the events to actual landings and takeoffs, are unable to discern whether the noise events shown on the report are even aircraft events as opposed to other noise events in the community, for example, motorcycles, trucks, etc..

continued.....



General Aviation Division / 399 Industrial Avenue / Teterboro, New Jersey 07608 / 201-288-1775

Assemblywoman Maureen Ogden
Chairperson
New Jersey Assembly Aviation Noise Committee

- 2.) One local resident testified that the horses in the Meadowlands do not receive the overflight of air traffic because the pilots flying the aircraft care more about the noise impact on the horses than on the residents in Carlstadt. The fact of the matter is that the Meadowlands is under the direct approach to Runway 22 at Newark International Airport. Teterboro departures from Runway 6/24, which would in fact go over the Meadowlands, are precluded from using Runway 19 departure because of an unsafe conflict that would occur between the Teterboro 6/24 departures and the Newark R/W 22 arrivals. This has forced the use of Runway 24 at Teterboro whereby aircraft overfly that area of Carlstadt. This runway operation is strictly a safety issue and not a result of concern for the horses at the Meadowlands.

At recent meetings held with the FAA, it has been recommended that a new departure pattern for Teterboro be established which could legally separate the Teterboro Runway 19 departures and the Newark arrivals. If this procedure is deemed safe and doable by the Flight Standards Section of the FAA it will be instituted in the near future to provide some relief for the residents of the Carlstadt area.

- 3.) I would like to respond to the questions that you and the Committee members had regarding the numbers of operations at Teterboro. The 1986 movements for Teterboro Airport were 218,922. At the hearing I stated we averaged approximately 100 jet operations per day at the airport. In fact, in 1986 the daily average of jet operations was 138 per day. It should be noted in those numbers that of the jet landings at Teterboro approximately 80% took place on our preferential arrival runway and of the jet takeoffs approximately 63-1/2% took place on the preferential runway. Those percentages indicate a concern on both our part and the part of the air traffic control tower to see that the preferential runway system is in use whenever possible.

continued.....

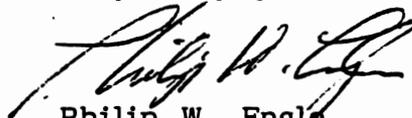
Assemblywoman Maureen Ogden
Chairperson
New Jersey Assembly Aviation Noise Committee

- 4.) In response to the questions about the number of Stage 1 aircraft based at Teterboro. Currently we do not maintain records by stage of aircraft operating at Teterboro Airport. We would estimate that there are approximately 8-10 Stage 1 jet operations per day at the airport. As stated in my testimony, most of Stage 1 operations take place during the nighttime hours by operators who are known as the air couriers. As a point of information, in 1986 Teterboro averaged approximately 74 operations per night between the hours of 11:00 p.m. and 7:00 a.m. I would again, however, call your attention to the preferential runway use numbers. During 1986, 85% of the arrivals between 11:00 p.m. and 7:00 a.m. took place on the preferential runway and approximately 91% of the departures took place on that runway.
- 5.) As I stated above, the new permanent noise monitoring system has been operational for less than a month. We are still developing the total capabilities of this system in order to attain the most accurate information from the system. Once the equipment is fully and reliably in operation, the data will give a true picture of the noise exposure in the vicinity of Teterboro Airport. Once the data is collected we will be able to make adjustments to Teterboro's noise abatement policies and procedures.

We look forward to working with the system and any other efforts that can be made in this area.

I would like to thank you for the opportunity of presenting this further testimony to the Committee. We are available at your convenience to answer any questions which the members of the Committee may have regarding Teterboro Airport, the new noise monitoring system or any other areas where we may prove helpful to you. Thank you again for this opportunity.

Very truly yours,



Philip W. Engle

PWE/lpr

