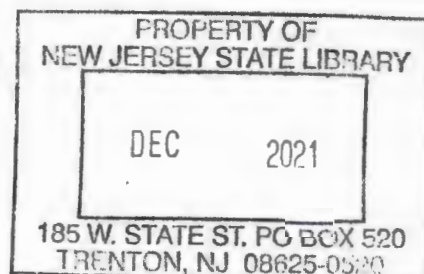


Commission Meeting

of

NEW JERSEY GENERAL AVIATION STUDY COMMISSION



LOCATION: Committee Room 16
State House Annex
Trenton, New Jersey

DATE: March 19, 1996
10:30 a.m.

MEMBERS OF COMMISSION PRESENT:

Frederick Telling, Ph.D., Vice-Chairman
Philip W. Engle
Peter S. Hines
Suzanne Solberg Nagle



ALSO PRESENT:

Robert B. Yudin
(representing Gualberto Medina)

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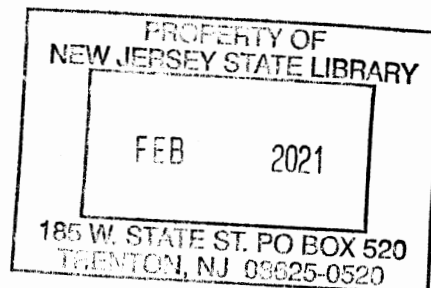
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FREDERICK TELLING, Ph.D. (Vice-Chairman): I think we are going to give up waiting for either a couple of other Commissioners or for our first witness. So, Mr. Linn, welcome. If you are willing--

K E N T L I N N: Sure.

DR. TELLING: Come on up and join us.

MR. LINN: Okay.

DR. TELLING: If I may, for the record, let me call the meeting officially to order at 10:20-something this morning. For the record, I think the roll call should show that we have Mr. Yudin, Mr. Hines, Suzanne Nagle, and Fred Telling here. That is all for the moment.

Did everyone receive proper notice?

MS. NAGLE: Yes.

DR. TELLING: As I understand it, the last minutes and transcripts were mailed for the January 29 meeting. Has everyone received that? (response indiscernible) Okay. It had a summary in it, Harry White (Hearing Reporter) was telling me, of all of the previous transcripts. So if anyone is missing anything, you can contact Harry and he can get them to us.

We are dispensing the Committee reports. The focus of today is on three airports and the issues they face vis-a-vis local operations and community relations.

Mr. Linn, it is a pleasure to welcome you here today. I appreciate your coming. Your testimony is considered under oath and, unlike our usual Chairman, who is a lawyer, I don't have all the fine statements for covering that, so my shortest memory is that we can expect that the testimony you will provide today will be complete and accurate.

MR. LINN: I will do the best I can.

DR. TELLING: Thank you very much.

Mr. Linn, I don't know if you have a prepared statement, but if you could start with a little background on yourself and your facility, then whatever you would like to say, and then we will ask questions.

MR. LINN: Okay. Am I to be pressing this button as I speak, or do you need to do that?

DR. TELLING: You need that. (indicating) The other mike is only for recording, right? (affirmative response from Mr. White) We are recording and this is a small enough room, so I don't think you are going to have to use the mike.

MR. LINN: Okay.

I wasn't quite sure what my purpose was in coming today. If there is anything I can do to further the cause of aviation, that is why I am here. Suzie called and asked me to come and testify for whatever you need. I'll just tell you whatever I know about Sky Manor, flying, and aviation. Do you want me to give a little background on myself?

DR. TELLING: If you would be willing. I think two things for the record. Some of the reason we are covering this is so that there is an adequate and sufficient public record that anyone can have access to and review subsequently, and on which the Commission can make its deliberations, findings, and proposals at the end. So, for the record, please take a moment to tell us a little bit about your own background, your relationship to Sky Manor Airport, and perhaps the history of Sky Manor. Then I think that some of the things that have been of considerable interest to the Commission have been the types

of problems that airport owners and operators have experienced, so that we can have a better understanding of the challenges you face and any particular ideas or issues that you would like to see addressed. That might provide a framework, and then we will keep on going.

MR. LINN: Okay, good.

DR. TELLING: Thank you.

MR. LINN: Maybe to give you a little bit of my background, I guess I will start from the very beginning. I understand that when I was a child, my father bought a Curtis Robin. I was only about two years old, I understand. Unfortunately, my real father passed on, but my mother had an interest in aviation and flying, so I guess that is probably kind of what got me started.

I soloed when I was 16 years old by washing dishes at a restaurant. I earned the money to take the lessons, got my private when I was 17. Then there was a small lapse in there, like about 40 years, and I finally got my instrument rating last summer.

I have always been interested in airplanes and flying. I went to the University of Washington in Seattle and got a degree in aeronautical engineering. I worked for what was at the time Douglas Aircraft, which is now Douglas McDonnell. I worked as a flight test engineer, and most of my career with Douglas was out at Edwards Air Force Base doing flight test work on military airplanes.

From there, I had an opportunity to run the Flight Test Program on what is known as the X-19, which was a research airplane for Curtiss Wright in Caldwell, New Jersey. That is

what got me out here on the East Coast. I worked on that project until actually the Vietnam War came along and Congress had to decide between money for research and bullets for Vietnam, and we all know what the choice was. So that project died for lack of funds, although it was pretty well along. It was very interesting, and I learned a lot from that.

Curtiss Wright had a new engine that they were developing and they were looking for people, so I transferred from the Flight Test Division over to the Engine Division at Curtiss-Wright. I worked on what was known as the WTF-60, which was quite a revolutionary idea. It was an engine that bled compressor air off the front end of the engine, ducted it back through the engine, and bled cooling air out through the turbine blades, which was quite a unique concept. They were able to put turbine inlet temperatures at about 3000 degrees, as opposed to about 1000, which were the typical turbine inlet temperatures, which resulted in a very efficient engine.

From there, I went to work-- Actually, at that point, the aerospace industry, or the aircraft end of it was kind of dying down, and I had an opportunity to work at General Electric as an aerospace engineer in Philadelphia. I worked there for about five years. That was when they were cutting way back on defense spending and they laid off a whole bunch of aerospace engineers, of which I was one. One of the benefits that General Electric gave employees who were being laid off was an educational -- I guess you would call it like a grant, or a bonus, that you could spend to get additional training. So I took the opportunity to use those funds to get my multiengine rating.

From there, I got involved in real estate. I went to work for a company that managed a number of apartment properties. I gained some experience there and bought a small apartment property in Yardley, Pennsylvania, which we still have, probably financially the smartest thing I ever did in my life. It has been a little money tree. I keep refinancing it to make more improvements to the Sky Manor Airport, and it keeps bringing in more money. It has been a great investment.

Then I decided to get my real estate salesperson's license. The first listing I took was on a house that was up in Washington Crossing. These folks made an offer to buy Sky Manor Airport, and then their financing fell through. So they tried to get someone else to buy the Airport so they could get their deposit back. They picked me up and introduced me to the Tirris, who, at that time, owned Sky Manor Airport. I kind of fell in love with the place when I saw it.

I scraped up every cent I could muster, made a down payment, took on a lot of mortgages, and bought Sky Manor Airport.

DR. TELLING: That was in what year?

MR. LINN: That was in 1979, and I have been there ever since, working on it, fixing it up, trying to make a nice little airport out of it.

As far as the problems we encounter with the Airport, which, I guess, is one of the reasons you want me to be here, we are somewhat fortunate, at this point, in that we do not have a lot of trouble with our neighbors. I know a lot of the other airports are having all kinds of troubles. I guess Somerset is having trouble with one of the candidates for President of the

United States. Mr. Forbes, I understand, is giving them a hard time. I guess the folks at Solberg have had a lot of trouble with the local zoning people, and that sort of thing. I don't know all of the background on it, but I have heard about some of the headaches they are having.

Fortunately, we are still kind of out in the country. It has not built up that much around Sky Manor Airport yet. It is happening, though. I mean, there are more and more buildings going up. I am sure in a few more years we are going to be completely surrounded by houses, and some of those people are going to say, "Oh, those damned noisy airports, we've got to shut them down," you know, which is kind of a typical scenario.

Fortunately, we are still pretty sparsely populated, and we haven't had much trouble from that standpoint. We have been in discussions with the Division of Aeronautics, with their grant program to help improvements to the airports. One of the things we are pushing for is to see if we can get help to extend our runway. The neighbor off the end of our runway, which would be the logical place for us to acquire some more land to extend our runway, is a horse farmer. We are hoping we can work something out to where we can acquire some land from his farm and extend our runway, which would greatly enhance the economic viability of the Airport.

We have been trying to make lots of improvements as we go along, but I think one of the things that now is kind of holding us back from further growth is the length of our runway.

DR. TELLING: How long is your current runway?

MR. LINN: We have a 2500-foot paved runway now, and the State Master Plan, which was published several years ago,

indicated that-- Well, first of all, the Master Plan designated what they called the "key airports" that they wanted to make sure stayed as airports, instead of becoming housing developments, shopping malls, and so on. Sky Manor was designated as one of those key airports, and we were very flattered and pleased.

In that same report, they suggested that some of these airports have additional improvements, and they recommended that we end up with a 3700-foot runway, which would be another 1200 feet. That would make a big difference, because we find-- One of the businesses we have on the Airport is a fellow who calls his company Superdrone. He is an airline pilot. They, of course, have a lot of time off, so his time off he spends building an aircraft sales business at Sky Manor. Some of the airplanes that he has tried to buy and sell--

Fortunately, he is an excellent pilot, and he can bring it in and set it down right on the end of the runway and get it stopped in time. But some of the twins he has been buying and selling-- He may sell an airplane to someone else and they won't be able to come into Sky Manor, because they are not that good a pilot with that short a runway. So it would help his business if we could get-- The bigger twins could come in safely.

As a matter of fact, we were just talking a few minutes ago, before your meeting started, that Dr. Tria was-- I was in an automobile accident and was injured. He now has, I believe, a King Air, and the last time I went in for a visit with him, I said, "Gee, we haven't seen much of you, Doc," and he said, "Well, I just don't feel comfortable trying to get into

your Airport. There isn't enough runway." So we would have a lot more business that would be coming in that would frequent the restaurant. We would sell more hamburgers and, of course, naturally, we would sell more fuel. The maintenance shop would be able to have more business on the twins. Some don't feel they can come into Sky Manor because of our runway length.

We just recently put in a new automated fuel system, which, I think, is probably the first one in the State of New Jersey. It is very similar to what other states have for automobiles. As you probably know, the State of New Jersey laws do not allow self-serving fuel for automobiles. We looked into it and discovered that that did not apply to airplanes, so we have, probably, the first self-service fuel system in the State. Everybody is very pleased with it. The big advantage is that you can come in 24 hours a day, 7 days a week, and get fuel. We have it lit so they can come in at night, and we leave our runway lights on all night, so it is easy for customers to come and go. I see that we get sales at 10:00 and 11:00 at night and 4:00 and 5:00 in the morning, you know, people who want to fly down to Florida for the day and they want to get an early start. So it has worked out well.

I think you are going to see a lot more of those kinds of systems in all of the airports. It is convenient for the customers and, from a business standpoint, it makes good sense, because you don't have a lot of labor costs for someone to sit there waiting for someone to come in and get fuel. That we found has been a step, I feel, in the right direction. I think you are going to see more and more of the airports with the same kinds of systems.

DR. TELLING: If I may ask for just a second--

MR. LINN: Sure.

DR. TELLING: How many aircraft are based at Sky Manor?

MR. LINN: We have about 100 airplanes based at Sky Manor now. Most of them are in hangars. We just -- about five years ago -- put up 60 full fab "T" hangars with electric bifold doors, concrete floors throughout, metal partitions between all of the compartments, overhead skylights -- real first-class hangars.

DR. TELLING: Has that number of 100 gone up or down in the time you have owned the Airport, or has it been about stable?

MR. LINN: Oh, it has gone up considerably. When I first bought the Airport, Sky Manor was-- I understand that a few years back it used to be called "Sky Manure." It was pretty run down and in pretty bad shape. I know when I bought the Airport there was a pile of garbage out back in the woods that was about the size of a football field, and it was as high as you could throw trash bags, you know. It really was a pretty run-down, kind of a crumbly looking Airport, frankly.

We tried to clean everything up. My wife loves to mow grass, for which I am very fortunate. She loves to keep the grass mowed. We get all kinds of compliments about what a pretty little airport it is now as a result.

To answer your question, there were probably about 30 airplanes there when we bought Sky Manor. It was basically a Piper Cub, Aeronica Champ type airport in those days. The runway was not really paved. When I bought Sky Manor, it had an

oil and chip finish on the runway, which was in bad shape. There were a lot of potholes. We tried to patch it as best we could, but, fortunately, the State of New Jersey came up with this grant program where they helped with improvements, and that was one of the first things we did, get our runway really paved with blacktop. That was, of course, a tremendous help. That helped to bring customers in.

As we continued to make improvements and got our new hangers up, well, we gradually attracted more and more customers. So I would say, in answer to your question, it has been a gradual growth over the years as we continued to make improvements.

DR. TELLING: As you have tried to make improvements -- and I do not mean to interrupt your general flow -- and it sounds like a considerable amount of investment, in general has the State been -- the State and some of the regulations you have encountered, whether they are environmental or with the Division of Aeronautics, Department of Transportation-- Have they been generally a help, a hindrance, or neutral?

MR. LINN: Oh, the Division of Aeronautics has been a tremendous help. We have been most grateful for the grants they have given us to help us to pave our runway, expand our ramp, repave our taxiway, and all those sorts of things. They have been a great help. They have been most supportive. We are very pleased with what the Division of Aeronautics has been doing.

I understand that one of the things there-- I don't know where it stands, but I understood that they were trying to work out a program where airports could get financing through the State, rather than having to go to banks. I would say that

has probably been the biggest problem that Sky Manor has had -- financing. We are trying to make all these improvements, and we are always struggling to scrap up some capital to make another improvement. As a matter of fact, I spent most of yesterday on the phone, which is kind of the typical way that we raise funds. I contact my hanger customers and I say, "Gee, Charlie, we want to make this improvement, but we need some bucks. I will give you a 10 percent discount if you pay your rent a year in advance." So they get a break on the rent, and I get some capital to make another improvement. That is one of the major ways that we financed a lot of the things.

I would say that our biggest single headache and problem that we have had is trying to raise financing dealing with banks. Bankers seem to have the attitude-- You know, you go in to talk to them about borrowing money and they say, "Airplanes, flying, aviation -- oh, that sounds risky. We wouldn't want to get involved in anything like that." So we have ended up, almost exclusively, with private financing.

DR. TELLING: It sounds as if some of your other businesses have been supporting your investment in this one. We are purposely staying away from the question of whether airports are running profitably or not. But over time, can you just give us a list of the general sorts of improvements that you have made on the Airport since you have owned it? The runway is one, obviously.

MR. LINN: Yes. The State helped us to repave our main runway and the ramp area around the gas area. The summer before last, they helped us to repave our main taxiway. Those are the main improvements that the State has helped us with.

Then, with private financing, we built 60 "T" hangers -- full fab hangers with electric bifold doors. They are real first-class hangers. Frankly, that was the turning point for Sky Manor. You were asking about profitability. The Airport was barely making it, if that. Really, actually, we were losing money the first few years, and thanks to my Delaware Arms Apartments giving us refinancing, G15

and so on, we kept things going. When we built our 60 new "T" hangers, that was really the turning point for Sky Manor. Then we started attracting a more affluent clientele. Before the 60 hangers, people would come into the restaurant with their lunch bags and order a Coke and, you know, spend \$1. Once we got the 60 hangers up and started getting Beechcraft, A-36s, Barrons, 310s, and those kinds of airplanes based at the field, people would come in and spend \$10 for lunch and think nothing of it.

So it helped the restaurant, it helped fuel sales, it helped maintenance, it helped everything. That was really the key that turned things around.

DR. TELLING: That's terrific.

MR. YUDIN: Mr. Linn, is that L-I-N-N?

MR. LINN: Yes.

MR. YUDIN: Okay.

The municipality that you are located in, is it Pittstown? What is the actual municipality?

MR. LINN: I don't know if it is really a borough. Pittstown is the post office, and it is in Alexandria Township.

MR. YUDIN: Alexandria Township?

MR. LINN: Yes.

MR. YUDIN: Is that the municipality you pay your taxes to?

MR. LINN: Right, yes.

MR. YUDIN: What are your property taxes?

MR. LINN: When I first bought the place, they were about \$5000 a year, and they are up to about \$21,000 a year now.

MR. YUDIN: So your property taxes are \$21,000?

MR. LINN: Yes, in round numbers.

MR. YUDIN: And you are generating enough revenues to deal with that?

MR. LINN: Yes. We are not, you know, living high on the hog, but we are holding our own at this point, basically.

MR. YUDIN: You feel you are holding your own?

MR. LINN: Yes, basically thanks to the new hangers. As I mentioned earlier, if we can get our runway extended, I think it will be comfortably--

MR. YUDIN: How many acres do you own now?

MR. LINN: We only have 60 acres.

MR. YUDIN: Six zero?

MR. LINN: Yes, 60, which is a small amount of land for an airport. But, fortunately, it is kind of shaped in a rectangle and there is always the runway, so we are all right.

MR. YUDIN: I notice that Runway 7 runs to the northeast and Runway 25 runs to the southwest.

MR. LINN: Towards the west.

MR. YUDIN: Southwest?

MR. LINN: Yes, right.

MR. YUDIN: Which runway do you want to extend? Where would the extension go, to the northeast?

MR. LINN: We would want to extend the runway to the west.

MR. YUDIN: Okay, so that would be Runway 25 you would extend?

MR. LINN: Right, yes. There are two reasons for that: The Airport is built kind of on the top of a hill. If we were to extend to the east, the terrain drops off pretty fast at the end of the runway. As it is now, it is quite acceptable. If an airplane comes in -- which happens more often than you would like -- and lands a little bit short, they just land on the grass, and it is a fairly gentle slope up to the end of the runway. They roll onto the runway, and there is no problem.

If we were to extend the runway to the east, in that direction, we would have to put a lot of fill in there and build that up and, of course, at the end of the runway, instead of being a nice gentle slope, it would be like a cliff. If you landed a little short, it would be like landing on an aircraft carrier short, you know.

MR. YUDIN: If you were to buy that property from the horse farmer, just a suggestion: We had, last week, one of the airport owners here who keeps his property taxes way down by having a farming operation on the property that he is not using for the airport. So when you work that arrangement out, you might want to lease back some of that property to the horse farmer, and keep your property taxes down. Just a suggestion.

MR. LINN: We did have some farmland assessment initially when we first bought the Airport.

MR. YUDIN: You don't now?

MR. LINN: They wouldn't allow it anymore. After we built the 60 hangers, they said that we had used up so much of the land that they didn't feel that we qualified.

MR. YUDIN: Well, then, you are familiar with that possibility?

MR. LINN: I am familiar with it and we tried. We got as much benefit out of that as we could.

MR. YUDIN: Speaking of your "T" hangers, you said that you built 60 new ones?

MR. LINN: Sixty new ones, yes.

MR. YUDIN: Okay. When you built them, I assume you had to go to the Alexandria Township Planning Board and make a site plan application.

MR. LINN: We had the luxury of being the first -- luxury, I say -- applicant to have to submit a site plan. Prior to that, it had been so out in the country that, you know, the building inspector would say, "Yes, that looks all right. Go ahead," and he would give you the building permit. But we had to submit a detailed site plan.

MR. YUDIN: How would you categorize their cooperation or lack of cooperation?

MR. LINN: Well, at the time, it seemed like they were really giving us a lot of hassle and a hard time. But as the years have gone by and I have talked to other people about getting building permits to do things, I guess that is kind of typical of what you have to go through. It seems like they really gave us a hard time. They had the township inspector sitting out there every day watching what we were doing.

At the time, I felt like, "Holy mackerel, you know, leave us alone."

MR. YUDIN: When did you build these hangers?

MR. LINN: We started building them in 1988, and completed them in early 1989. We had our certificate of occupancy in, I think, March of 1989.

MR. YUDIN: So the township, while you felt it was difficult, they did grant you all the COs you needed?

MR. LINN: Yes.

MR. YUDIN: Any time you have applied for a certificate of occupancy, or any time you made an application to build something, in the end has the township cooperated and issued the appropriate permits?

MR. LINN: If I look back, I guess I will have to say, "Yes, they were cooperative." It seemed, at the time, as if they were giving us a hard time and making us dot every "i" and cross every "t" and, you know, really being nitpicky about things, but it did turn out that we got our permits.

MR. YUDIN: Did you have any problems at the hearings with neighbors?

MR. LINN: No, no. As I said, we are still kind of out in the country. That was about six or seven years ago, and we had even less close neighbors. So that was not a problem. But it is going to become more and more of a problem. This is why I have been telling Jack Penn that I think if we are going to extend this runway like your Master Plan calls for, I think we better do it soon.

MR. YUDIN: Are there plans in the works where developers have bought some property in your area and where you see some substantial development about to take place?

MR. LINN: Well, there is development all around in Alexandria Township. There is a development, right now, that is adjoining the Airport. Fortunately, they chose to go with the clustered housing concept. That used to be a dairy farm, and there is a big power line which is--

I started to explain. I said there were two reasons why we weren't going to extend the runway to the east. One of them, I explained, was the terrain and having to fill in. The other is that there is a big overhead power line that runs, oh, maybe a quarter of a mile to the east of the Airport. Right now, it is low enough and far enough away from the runway that in real life it doesn't really interfere with our traffic pattern. But it's there, and psychologically it shakes up a lot of pilots the first time they come into Sky Manor. We have a lot of people who have to do go-arounds because they come in too high, you know, they come over those wires.

MR. YUDIN: The cluster development that is taking place, are they actually building the homes now?

MR. LINN: Oh, yes, they are, and that big power line that I just described also goes right through the middle of this dairy farm.

MR. YUDIN: Now, the property of-- This cluster zone butts right to your property--

MR. LINN: Right, yes, it is a dairy farm.

MR. YUDIN: Let me ask the question: Have you had anybody there, people who have purchased that property? Have

you heard anything about where the developer, in trying to sell the property, the individual home, has said, "Well, that Airport is going out of business"? Has anyone there indicated to you that they were not advised that the Airport even was there?

MR. LINN: Well, in this particular development that I started to describe, there are only about maybe half a dozen houses that have been built so far. They are just starting construction. But that big power line goes through the middle of that dairy farm -- what was a dairy farm -- and they deeded, like, 53 acres, I think, that are on the Airport side of the power line as the open space, for which we are very grateful, because that kind of gives us a little buffer between the houses and the Airport.

So in that particular development, there are only a few houses that have been built so far. They are building now. You know, it is really getting going, but from that particular development we have not had any complaints yet.

I was kind of smiling when you were asking me that, because a few years back, there was a lady who was trying to sell us some lots across the street from us. We saw these two cars pull up one Sunday morning to look at this lot. My wife was out mowing the grass. A little later, we saw one car come back, so we figured, "Well, that is a couple who are thinking of buying that lot." So she went over and talked to them. Anyhow, the point was that the real estate lady was telling prospective buyers for this land, "Oh, don't worry, that Airport is closing down. And those big buildings you see back there, they are horse barns."

MR. YUDIN: You are not alone in this story. I would like to suggest something to you: You might want to go to this developer, and you might want to go to any other developer in the area who develops at some point, and bring to their attention -- and you might want to do this in writing, this might save you a lot of trouble down the road -- "Here is a State statute" -- you can get the statute -- "that requires the developer to inform people that there is an airport there near them."

MR. LINN: We are aware of that legislation.

MR. YUDIN: Of the statute? Well, you might want to make sure in writing to tell the developer, and any other developer who is in that area, that the statute exists, and request that he be certain or she be certain that anyone who is buying from them be advised that there is an airport. Because what is happening in other cases -- and we heard this testimony here -- is that neighbors who are buying property near airports are then going to the town councils to complain about the airports, and are saying, "Well, we were told by the real estate agent that: 1) the airport was going out of business; and 2) we weren't even told there was an airport."

MR. LINN: We are painfully aware of that, and maybe to illustrate--

MR. YUDIN: Okay, good, because I am afraid of trouble later on.

MR. LINN: Well, we got so frustrated over that, that we have a big sign at the entrance to the Airport that says, you know, "Sky Manor Airport and Restaurant," and that sort of thing. We had new signs made up. This was when we were under

construction with the 60 new hangers. We had this sign made up that said something like, "To prospective landowners: This Airport is here to stay. Sixty hangers under construction." It was something to that effect.

MR. YUDIN: Well, that's good.

MR. LINN: We thought, "Everybody is looking at this land, so they can't say they didn't know it."

MR. YUDIN: The only thing is, the statute-- I don't remember the miles, was it three, four, five that you are required to tell -- the radius?

MS. NAGLE: It is only in the safety zone, right?

MR. YUDIN: Is it only in the safety zone?

DR. TELLING: I thought it was the safety zone.

MR. YUDIN: So then that's what, 3000 feet?

MS. NAGLE: A certain number of feet, it is the clear zone. And then a certain number of feet is the safety zone.

MR. YUDIN: Well, you are certainly on the right track

MR. LINN: Yes, yes.

MR. YUDIN: And I would stay on that track if I were you--

MR. LINN: All right.

MR. YUDIN: --because those people will then go back to the town council and say, "We didn't know it was there. We were told it was closing down. We want you to get rid of it." It might save you a lot of problems there.

MR. LINN: I know. That has been a common scenario.

MR. YUDIN: Let me ask you another question: The automatic fuel system you have, is this the system where you put a ring around the gas gauge and you have a computer chip in the

aircraft. When you are full, it automatically goes into a master computer and these people get billed on a monthly basis?

MR. LINN: No, no. I guess there are systems like that. Our system is almost identical to what you see in the gasoline stations for automobiles. Of course, not in New Jersey, but--

MR. YUDIN: You fill it yourself?

MR. LINN: Yes. You taxi up. There is a little pedestal, two by three, that has the controls. You just go by and it tells you what to do. You know, there is a little screen that tells you, "Welcome to Sky Manor's self-fueling system. Please ground your aircraft." Then there is a grounding cable. They go over and ground it to the exhaust stack, the tie-down ring, or whatever. Then they come back and they have to push a button that says, "My aircraft is grounded." This way they are accepting the responsibility that they grounded their airplane before the fuel system came on, because they pressed the button that said it was grounded.

Then they take a credit card -- it will work on Visa, Mastercard, Discovery, and Add Fuel, which is a company that supplies us with fuel-- They slide their card through a little card meter, then it says, "Select your fuel," and you select either 80 or 100. That is what we now carry. If they say "100," they hit for 100. Then it says, "Do you want to fill up? Do you want so many gallons or so many dollars?" and they choose what they want. Then it says, "Please wait, we are verifying." Then it goes through the computer system and verifies that it is not a stolen card, and things like that. Then it comes back and says, "Transaction approved, turn the pump on." So on the fuel

dispenser they flip the lever over to turn the pump on. They go over and pump their fuel. Then, when they are finished, they turn the lever off and it spits them out a receipt. From my standpoint, it is automatically taken out of their credit card account and credited to my account with Add Fuel. That is all there is to it.

MR. YUDIN: What county are you in?

MR. LINN: We are in Hunterdon County. The Hunterdon County Weights and Measures people were just out a few weeks ago, and it is right on the button.

MR. YUDIN: I think the only other thing I would say to you is, I would expand that runway as quickly as possible.

MR. LINN: Well, that is the way we feel, because at the moment the owners of the horse farm are receptive to the idea of working something out with us, although I am sure they want more money than we want to pay.

MR. YUDIN: You might want to actually buy that property, even if you are not ready to extend the runway.

MR. LINN: Yes.

MR. YUDIN: If you can.

MR. LINN: At least they are receptive to the idea. We are not too heavily populated yet, but it is happening. At the moment, at least, the politics in the Division of Aeronautics are-- You know, the people who are there are for us, they are supportive of what we are trying to do. So I want to do it before we get another Governor who puts somebody else in there who doesn't like airplanes, or whatever, you know.

MR. YUDIN: Those are all the questions I had.

Thank you.

DR. TELLING: Commissioner Hines?

MR. HINES: Mr. Linn, first of all, you should be commended for your perseverance in building Sky Manor Airport. I know of many of the problems you went through.

MR. LINN: Thank you.

MR. HINES: The Chairman asked you initially -- sort of felt you out about any problems with government agencies, and mentioned the Department of Environmental Protection. Have you had any difficulties with Environmental Protection, say, in the building of your "T" hangers?

MR. LINN: Fortunately, we have not had any problems with the Environmental Protection Agency. There is one potential problem coming up. As I understand it, our new fuel system is an aboveground double wall. It is a steel tank within a steel tank. We purposely went that way because of all the hassles about underground fuel tanks. We, of course, still have the old steel system there. We have two 6000-gallon single wall steel underground fuel tanks, which, to our knowledge, are not leaking. We are no longer using them, but I understand that we have until the end of this year -- that is what I have heard, I haven't really researched it in detail -- to dispose of them one way or another.

I am hoping that they will let us just dig down to the top of the tank, cut a hole -- carefully, without blowing them up -- and clean them out, and then maybe fill them up with concrete, or sand, or something, and not have to actually dig them out, because they are very close to one of our buildings. I am afraid that if we try to dig them out, we are going to undermine the foundation of the building.

DR. TELLING: Weaken the foundation.

MR. LINN: I am hoping that is what they will let us do. For this, I am going to have to deal with the EPA, I guess.

MR. HINES: Yes, you will.

MR. LINN: You are familiar, right?

MR. YUDIN: You might want to start working on that now and not wait until December 30.

MR. LINN: Oh, okay. That is a potential problem. I don't know, you know--

MR. HINES: You have done no soil tests then around those tanks, at this point?

MR. LINN: No.

MR. HINES: Okay.

MR. LINN: It is all paved, and then there is a concrete cap, you might say, over those tanks. Then the tanks are buried in sort of a real small pea gravel.

MR. HINES: In getting your approvals to build the "T" hangers from the local governing body there, did they approach you on the BOCA code? Were you forced to comply with any BOCA code requirements?

MR. LINN: Oh, yes, we went through-- As I said, it seemed, at the time, a lot of hassle. One of the minor hassles that we went through, we had the buildings nearly completed, and the building inspector came along and said, "You have to have fire walls between all these hangers, and you have to have overhead sprinklers and oil separators in the floor drains." We said, "Wait a minute, these hangers don't have water in them." It would cost more to put an overhead sprinkler system in than the buildings cost, you know.

So anyhow, to make a long story short, we ended up coming down here to Trenton and talking to the head guy who interprets the building code if there is a controversy. The way it ended up, he said, "Well, since the building code is really not that clear as far as airplanes are concerned, or hangers--" He said, "The code says for automobiles that if you have a four-car garage, you can be considered a private garage, and you don't have to have overhead sprinklers and oil separators in the floor drains. If you have a five-car garage, it is considered commercial, and then you would have to have overhead sprinklers and oil separators.

"My ruling is going to be that if you will put fire walls up every four bays" -- in other words, a fire wall that went across the building, and then there would be two hangers and two hangers, because they are back to back -- "we will consider them private garages." Every four bays, we tore out the walls that were there, and went to a lot of work putting up steel studs and double layer fire wall, what do they call it -- plasterboard. We spackled them and sealed them and everything, a lot of extra work and some extra expense.

When we got all through, a few months later, while we were still putting stuff up, they said, "Well, you know, we have been thinking about this. This building is all steel and concrete. I don't think you need the fire walls after all." But they're there. I guess if we ever did have a fire it would keep it maybe from spreading. But that was kind of a minor glitch.

MR. HINES: I experienced the same thing.

MR. LINN: I'm sure you did.

MR. HINES: They also wanted fire hydrants, sprinklers, and fire walls. I just wanted to get your experience on that.

If I may, just a question or two on your financing: You said you had to go to private investors. To go to public sources, banks and what have you, do you have any recommendations, any suggestions that would be helpful to encourage a bank to help finance a general aviation activity?

MR. LINN: As I said in the beginning, that has been our biggest problem, financing. When we decided to build these 60 hangers, as you indicated, I tend to persevere. I went to 58 different banks with my presentation, my proposals, my financial statements, and all of that. Not a single one of them would help us with the financing.

Finally, as it turned out, Mellon Bank had decided to expand -- this was back in 1986 and 1987 -- and they were starting up a new division called Community Development. I believe that was the name of the division. Basically, they were sending their loan officers out to small businesses and making commercial loans. We got to know the loan officer that handled our area, a really nice fellow, and we kind of had a good rapport with both he and his boss. They both worked very hard to sell the financial committees on the idea that it wasn't that risky to make a loan to an airport.

So they loaned us, let's see, it was almost a million dollars to help us to build the 60 hangers. Just shortly after we had gotten them completed, had people moving in, and had them occupied -- we have a waiting list for people to get in -- was the period which-- Just before the meeting, I was telling you

a little bit about the fact that that was in the period when a lot of the savings and loans and banks were getting into financial trouble. I guess Congress got concerned that the banking industry was going to collapse, so they told the Federal bank regulators to go out and make sure that no more banks went bankrupt.

We learned of this because one of our hanger customers moved to the area and was a Federal bank regulator, who we got to know. He said that basically what they were doing was going out to the banks and saying, "Look fellows, the country is in an economic slump. Business is slow. The office buildings are sitting vacant because people are not moving into new offices, and so on. So if you, as a bank, hold the mortgage on an office building and this guy can't rent his offices, you have a bad loan on your hands. So we are going to restrict the number of commercial mortgages you can have as a small percentage of your overall loan portfolios. If you have more loans than what we recommend, we are going to give you a poor rating. That means that when you go to the Federal Reserve, you are going to have to pay more."

Well, naturally, the banks want to borrow their money as cheaply as they can, so I can just picture what happened at the Mellon board meeting. You know, they said, "Well, fellows, we have to get rid of some of these commercial mortgages. An airport? Oh my God, that is a risky thing. We have to get rid of that one." The frustrating part to us was, we never missed a mortgage payment, our taxes were paid, our insurance was up-to-date. But they decided that they had to get rid of some of those commercial mortgages to keep the Federal regulators

happy, so they decided they were going to foreclose on us. Of course, if you look at any mortgage, they can always find some excuse. One of the things, for instance-- There were a couple of excuses they had. Many of our hanger customers are airline pilots who go off on trips for a week or so, and they didn't always get their rent in on the first of the month. So sometimes our mortgage payment wouldn't get in until, like, the 15th, instead of the 1st. But they always got their mortgage payment every month. It might not have been on the 1st, but they got it every month.

As a matter of fact, our lawyer said, "You know, there isn't a court in the land that is going to give you any hassle. You paid them every month." But, at any rate, they decided they wanted to get rid of us. They told the loan officer and his boss, who had originally helped us set the mortgage up, you know, "You have to get rid of this one, and this one, and this one." They both said, "Hey, you know, we know it is a good loan. We worked hard to get it set up, and we are not going to be any part of jerking the rug out from under all these small businesses." So they both quit. They are no longer in the banking industry, and I don't blame them.

They brought in a bunch of young lawyers-- Mellon Bank brought in a bunch of young lawyers to take their place. They came at us hammer and tong. I guess they decided, "Boy, you know, we are going to show our bosses what go-getters we are." They really came at us. We had to hire a lawyer, of course, to fight them. We spent thousands of dollars on legal fees fighting Mellon Bank, trying to hold them off. The courts gave them everything they wanted, which was very frustrating.

They even put a receiver in. We couldn't even collect our own rents for awhile.

MR. HINES: They eventually canceled your loan?

MR. LINN: What's that?

MR. HINES: They canceled your loan at that point.

MR. LINN: They said, "We want our money back. We are foreclosing because you weren't always on time with your payments."

One of the other excuses they had was, we would have a hanger customer who would come up to us, and they would say, "Hey, you know, look, I am away on trips a lot, and I don't always remember to send my rent in every month. I would like to pay my rent a year in advance." Well, the mortgage, when I got it out and read through the fine details, said that you are not allowed to collect any rents in advance. So that was another of their excuses.

I mean, they were just looking for some excuse to foreclose. They just wanted to get us off their books so they would look good to the regulators.

MR. HINES: What do you recommend, at this point, if you were to go to a bank-- What kind of support would you like from a government level, from the State level?

MR. LINN: Say that again.

MR. HINES: If you were to go get financing now from a bank-- You say you have private investors now.

MR. LINN: Right.

MR. HINES: If you had this runway extension and other projects you may have in mind, but you can't get private investors for them, you have to go to a bank. Right now, from

your experience, what you are telling us is that it is not possible to go to a bank and get financing. What would induce a bank-- I am trying to ask you this: What would induce a bank to make a loan to a general aviation facility? Would a guarantee from the State of some kind--

MR. LINN: Yes. I was going to say that the only thing I can think of would be like a -- what is it, the FHA?

MR. HINES: The EDA, the Economic Development Authority?

MR. LINN: Where they guarantee 90 percent of it, or something, so that the bank--

MR. YUDIN: The SBA, the Small Business Administration.

MR. HINES: The SBA?

MR. LINN: Yes, something like that.

MR. HINES: Have you tried any of those?

MR. LINN: I tried the SBA. To make a long story short, they really didn't want to get involved.

MR. YUDIN: How did you solve your problem with the bank?

MR. HINES: They got private investors.

MR. LINN: With Mellon Bank?

MR. YUDIN: You got private investors to come up with the money?

MR. LINN: Yes. I spent a year of my life on the telephone and taking investors around.

MR. YUDIN: If it is any consolation to you, the banks do not give money to small businesses whether it is an airport

or a nonairport. I mean, it is impossible. Banks are only there when you don't need them.

MR. LINN: Right. You hit it right on the head.

MR. YUDIN: Banks are never there when you need them. To some extent, they are the most despicable people on earth, because--

MR. LINN: They fit right in with lawyers, right?

MR. YUDIN: If you are a small business and you need financing, it is next to impossible. They are partially under the gun from the Federal people. The story you just told is apropos to small businesses all over the country.

MR. LINN: Well, it wasn't just us. One of our hanger customers who has a very successful insurance business -- True Associates, in Westfield, Everett True is one of our hanger customers -- said that their mortgage came up for renewal -- it was about this same period -- and they are a very successful and very affluent company. The bank said, "No, we are not going to renew your mortgage. We want you to pay us off."

Well, fortunately, they were well enough fixed financially, and they said, "Well, okay, here is your money. Good-bye." We were not that lucky to have that kind of money sitting around. As you said, it wasn't just small airports.

MR. YUDIN: It is not just small airports. It is any small business.

MR. LINN: Yes, right. That, I would say, has been our biggest problem, financing. I understood from what Jack Penn was saying that there is a possibility that the State might

get involved in helping some kind of a fund that airports could
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borrow from to make improvements. I think that would be
tremendous, a real help.

DR. TELLING: Commissioner Hines, any more questions?

MR. HINES: No, thank you.

DR. TELLING: Commissioner Nagle?

MS. NAGLE: It looks like there is a road-- If you
are, I guess, landing on 25, it looks like there is a road
there.

MR. LINN: There is a private road that goes back into
this horse farm I was telling you about.

MS. NAGLE: So that is not a problem?

MR. LINN: Well, no. If we can work something out
with Mr. Richardson who owns the horse farm, we would be
extending the runway across that road. Then, of course, we
would have to build him a new driveway.

MS. NAGLE: How much land are you looking to buy?

MR. LINN: Well, to do what the State -- the 1200 feet
that the State recommended in their Master Plan, I would say we
probably need about, oh, maybe, six or seven acres. One of the
things that we would like to do, as far as future growth is
concerned, we feel that there is a viable market for what I call
an "airport community." If we can acquire some of the horse
pasture and alfalfa fields from the horse farmer, we could
extend our taxiway out into the alfalfa fields, subdivide lots,
and let people build homes and be able to keep their airplanes
in their attached hanger, instead of garage. Then they could
taxi over to the runway and take off and land, kind of like

people who have boats who want to live at a marina. You know, it is the same concept.

I would have a much better chance of it being economically viable if we did have a longer runway, because then I would have more potential customers who could use the runway.

MS. NAGLE: Do you have any turbine activity at your Airport now -- I mean any turbine helicopters?

MR. LINN: We don't have any turbine aircraft that are based there now. We do have quite a few that come and go. I know last summer, we had a couple of-- I was intrigued. I believe it is Allison that has a 420 shaft horsepower gas turbine conversion for the Beech A-36. You probably know more about that than I, Pete (referring to Mr. Hines). But we had a couple of those folks come in. We have had-- I believe, doesn't the Queen Air-- Isn't there a version that has turboprops?

MR. HINES: Yes.

MR. LINN: We have had a few King Airs and Queen Airs, the guys who are really good pilots. We have quite a few turbine helicopters. As a matter of fact, the State-- I don't know whether it is part of the State Police, but there is a turbine helicopter that comes in quite frequently. I think it is basically a medevac. You know, if there is an accident, they go out and take the accident victims to the hospitals. They come in and out of Sky Manor a lot.

MS. NAGLE: What do you envision as the long-term ownership of your Airport?

MR. LINN: I can't hear you.

MS. NAGLE: Long-term ownership: Do you envision it continuing in private hands, or do you think at one point it might be a public--

MR. LINN: Well, as long as I am in good health, I would like to stay there as long as I can work at it. I think most of us who are involved in airports -- and, of course, you probably fall in the same category -- do it out of-- You know, it is the kind of life that we enjoy. So, even though it is hard work and it has its headaches, we like what we are doing. We would like to stay as long as we are healthy enough to do it.

DR. TELLING: Great.

Are there any other questions for Mr. Linn? (no response)

For the record, I would like to show that Commissioner Engle was able to join us partway through this testimony. Welcome. Glad you are here.

Are there any questions you would like to ask Mr. Linn?

MR. ENGLE: Just one: The task of this Commission is to come up with some recommendations to the Legislature on what can be done to help the general aviation airports in the State. Do you have any ideas on that?

MR. LINN: Well, I think you were here. I think one of the best things, from our experience, would be if the State could manage some way to help with financing -- help to make financing available, whether it is some government agency that makes direct loans to the airports, or whether they provide a guaranty so that the banks will feel like they are not sticking

their necks out so far. But anything along that line, I think, would be a tremendous help.

DR. TELLING: If I may, I would like to ask just one or two quick closing questions: Could you, for the record, indicate what year it was that the Mellon Bank foreclosed on your loan, and how long the loan had been in effect up to that time?

MR. LINN: We took the loan out, I believe-- We finally closed the deal in 1986. I am trying to remember. It was either 1986 or 1987. I believe it was in 1986, in the fall of 1986. It was a 10-year-- They would only give us a 10-year amortization, which was-- They were the only people offering us money, so we took what we could get, you know. We would much rather have had a 15-, 20-, or 25-year amortization, but they would only give us a 10-year amortization, which made for pretty steep payments. But we were grateful that they helped us at all.

We started the construction. We had the hangers completed by the end of 1988. In early 1989, we got our certificate of occupancy. We had them filled almost instantly. I can remember bringing bankers around on tour, showing them all my financial documents and giving them a tour of the Airport. The typical loan officer, he said, "Oh, you have a lovely little Airport here, Mr. Linn. Gee, all of your major construction is out of the way now. You have your hangers completed, your certificates of occupancy. All of your hangers are full. You have a nice little restaurant that is doing well. Your financial picture looks like -- it looks feasible. I don't see any reason we shouldn't be able to make you this loan."

A couple of weeks later they would come back and say, "Oh, gee, I'm sorry, Mr. Linn, but we talked to top management, and right now we are just not taking on any more commercial mortgages. Maybe when things loosen up." I went through that for about six months, and I finally decided, "Hey, I'm not getting anywhere with the banks. Let's start talking to private individuals."

MR. YUDIN: When did they foreclose?

MR. LINN: Well, they tried to foreclose on us-- I think it was in about 1991, or something like that. I could look it up in my records.

DR. TELLING: It is about halfway through the term of the loan.

MR. LINN: Yes, yes, about halfway through.

DR. TELLING: You indicated that you had favorable community relations. Do you do anything specific to foster them? Do you open houses? I don't know what the population density is around you, but are many people familiar with the Airport? Do they come there for any other reason?

MR. LINN: We haven't really had any trouble with our neighbors. There are three houses that are, like, kind of in line with the runway and off the end of the runway aways. But one time, way back, oh, I would say, in the early 1980s, one of the fellows who lived there was complaining. So I went down and talked to him. What he was complaining about were the tow planes. At that time, we had a sail plane operation out of Sky Manor. It was on a busy Sunday afternoon. It was a beautiful day, and the tow planes were coming right over their house, of course, because they are right off the end of the runway.

It was very noisy, I had to admit to the guy. Fortunately, I guess, or-- At any rate, once we had the 60 hangers in and we had a lot more activity at the Airport, we had some safety concerns with the glider operation. It is a long story, and I won't bore you with that. But we were not too happy with how safely they were running the glider operation. Our flight school was getting busy, and they were saying, "You know, we have a guy out on a solo flight coming in to land, and here is a glider that is coming right-- Where did he come from?" We were afraid it was becoming an accident waiting to happen, so we asked the glider people to move to another airport. So we no longer have a glider operation at Sky Manor. We didn't do it for that reason, but it did eliminate a lot of the noise concerns from the few neighbors we do have. We really haven't had any complaints that I can think of.

DR. TELLING: I appreciate that.

On behalf of the Commission, I thank you very much for your interest and your testimony and, more importantly, for your leadership and your investment in New Jersey's economy and our general aviation facilities.

Thank you very much. If there are any other materials or subsequent thoughts at any time, please feel free to get in touch with the Commission.

MS. NAGLE: He could fill out the questionnaire I sent him and give it back to me.

MR. LINN: Yes, I did fill out a questionnaire.

MS. NAGLE: Just recently. Maybe Theresa Manna has that.

MR. LINN: I sent it in. If there is something further you need, please let me know and I will be happy to try to help.

DR. TELLING: Thank you very much. I appreciate your help today.

MR. LINN: Okay. Thank you.

DR. TELLING: Is Mayor Dressel with us today?
(affirmative response from audience) Mayor Dressel, would you care to join us?

MAYOR FREDERICK DRESSEL: Good morning.

DR. TELLING: Mayor Dressel, good morning. I am Commissioner Telling. On behalf of the New Jersey General Aviation Commission, I appreciate your being here.

MAYOR DRESSEL: I appreciate the opportunity to be here. I have with me Rudy Steinthal, an employee of Johnson Control.

DR. TELLING: I appreciate that. Will both of you be giving testimony this morning?

MAYOR DRESSEL: Well, Rudy is going to be here to give me some facts and figures when they seem to fall out of my brain, which I have a proclivity to have happen to me.

DR. TELLING: Well, then, I ask both of you gentlemen, for the record: Do you swear that the testimony you are about to give this Commission is true, subject to the penalties of perjury?

RUDY F. STEINTHAL, A.A.E.: Yes, I do.

MAYOR DRESSEL: I do.

DR. TELLING: Thank you very much.

Welcome. We will be delighted to hear your testimony, and then we would like to ask some questions as the morning goes on.

MAYOR DRESSEL: My name is Fred Dressel. I am the Mayor of the Borough of Moonachie, which is the host community for slightly more than half of Teterboro Airport.

I had an opportunity to look at the questionnaire that was sent to me. Because there is a unique situation with Teterboro Airport and our community, not all of the questions are really appropriate, nor could they be explained well enough. I tried my best to address them. Unfortunately, I did not make it my business to get it back to you in time for this hearing.

There is a unique situation that we live with in Moonachie. The fact is, back in the early 1950s, the Port Authority purchased 435 or 438 acres of Moonachie property to expand the existing very historical and nostalgic Teterboro Airport. Over those 40-some-odd years-- In less than those 40 years, the Airport expanded by leaps and bounds to become the great Airport that it is in the aviation industry.

But that has always imposed upon our municipality a severe burden. Without being caustic or sarcastic, I would have to say that the purchase of that property and the expansion of that Airport virtually killed our municipality. The municipality has just about 1000 acres, so the Airport consumes 43 percent of that. It cut the town in half. Homes were removed; the church was taken down; the school was relocated. It had a severe impact on our municipality and our future. It forever stunted our growth. We could never get much bigger than we are today.

But by and large, the people in the municipality have, perhaps in an apathetic way, learned to live with the Airport in the face of the severe burden it is.

As you all know, if you are familiar with Teterboro Airport, it is nestled in amongst five or six small communities. It is packed in there. There is not much room around it that is not occupied by homes, plus adjacent there might be buildings and some commercial. But very close to the Airport are homes that have been there.

The one runway, actually, is only about 100 or 200 yards away from a mobile home park that has been there for 35 years. So the existence of the Airport has a very severe impact upon us. We are conscious of it 24 hours a day.

I have been Mayor for 13 years now. Facing the reality of the existence of the Airport, we have tried to learn how to live with it and get along with the Airport, and minimize the negative impacts on the borough and the quality of life of the town.

The fact that the Airport is owned by the Port Authority, the property is owned by the Port Authority, makes it unique. I don't think the Port Authority owns any other airport property in its area of jurisdiction. They leased the operation of that Airport, over the years, to either PanAm, Worldwide Airways, or Johnson Controls. So there is virtually no Port Authority presence on the Airport, with the exception of their ownership. So there is a layer of bureaucracy that we have to deal with that makes for time-consuming problems.

The major impact we have been burdened with is the constant noise, the constant operation, and the proximity of

homes to that. We have tried to deal with that in a rational manner.

As far as community relations have been concerned, it will always be a strange relationship. Since the Port Authority took over the property, it started off in almost an adversarial situation, so the problem will always be there. There is always community resentment of the existence of the Airport, because by and large over the years we have not benefited by the existence of the Airport. There have been no commensurate benefits.

A few years ago, I did an economic retention survey when we were experiencing a lot of vacancies of commercial businesses in town. One of the questions on the questionnaire was: Do you derive any benefit-- Have you located in Moonachie because of the existence of the Airport? We only had one company respond in the affirmative, and that was Flight Safety.

There are some benefits commercially. The people who utilize the Airport, work in the Airport, do patronize our commercial -- our restaurants and some of our local vendors, hardware stores, and so forth, and so on, but not any more than if that 439 acres were developed homes, office buildings, factories, and so forth. We have not benefited by it. In fact, we have probably been hurt severely by it.

Ironically, under the law, the Port Authority may only pay us in lieu of taxes that were in place at the time they purchased the property. In 1953, that property-- It was all in small homes that wound up being sold -- if you removed them for \$500 -- and the rest was small farms, celery and carrot farms. So the property was cheap. There were no taxes generated on it, so we realized approximately \$16,000 a year in lieu of taxes

from the Port Authority. Also, there was some other money that we realized through a court suit, so totally we probably get around \$72,000 in lieu of taxes. A good portion of that is probably at the discretion of the Port Authority to pay us. It is something they continue to do, although they do not have to do it.

As far as the community relationship, it is unique. The Port was forced upon us. They expanded into our homes, so the community relationship has always been strained. People, by and large, who live in the community have learned to live with it and take it.

What we had, back about eight years ago -- 1987 or 1988 -- when the Master Plan was reviewed-- One of the mayors of one of the adjoining municipalities suggested that we try to monitor the noise. With the help of Congressman Torricelli and, at that time, PanAm, they embarked upon the program of installing noise monitors at the periphery of the Airport and establishing a database to monitor the takeoffs, basically, and establish parameters for reasonable operation of aircraft that would not generate excessive noise.

That system has been in operation successfully over the years. We also, at the same time, established a committee called the Teterboro Airport Noise Abatement Committee, made up of probably-- We invited just about anyone who felt they were impacted by the Airport, so we probably have, actively, about 11 communities that meet quarterly and discuss the effects of the Airport noise.

The monitoring system has proven to be beneficial, because it was able to isolate and identify particular aircraft

that had the potential for operating in a quieter manner, but didn't. It is an exacting thing. It is timely; it is current. They are identified as they break the level of sound -- of acceptable sound.

With the cooperation of the Port Authority, Johnson Controls, and PanAm we established those rules and guidelines for operators -- aircraft operators operating out of Teterboro. Over the course of years now, we have probably disallowed maybe 40 to 50 operators who consistently -- or who failed to obey the rules that we had set down. That has had its results overall. It is probably very significant in towns like Hackensack, Bogota, maybe Ridgefield, Carlstadt, Lyndhurst. It doesn't make too much of a difference to us, because we are subjected, in Moonachie, to the immediate ground level noise of planes warming up, taking off, and so forth. Once they are airborne and get out past the periphery of the Airport, the operation of the aircraft has a great influence on how much noise they generate on the ground below.

But, by and large, we found out that many of our problems could be addressed, although you are dealing with a lot of bureaucracy with the Port Authority, the FAA, and so forth, and so on. But we have all those people represented at our meetings, and our municipality representatives. Legislators are invited, both at the Federal and the State levels. We usually have a representative of the Port Authority there, a representative of the FAA, and the aircraft operators, helicopters and fixed wing operators.

So we have a good dialogue -- a vehicle for a dialogue, which is mostly constructive. What both sides have

learned are the difficulties with addressing these problems and the fact that if you get into the area where the FAA is concerned, you have to look at not local, parochial problem solutions, but solutions that can be applied throughout the country.

Overall, I would say the progress was good. As far as TANAAC is concerned, I believe we are probably a model for municipal cooperation and aircraft operators' cooperation throughout the country. Looking back and talking to Mr. Engle, I don't know of many other committees as successful as ours. We have accomplished a lot, and we continue to do that.

We are trying to address the local problems we have in Moonachie for ground operations that generate noise through the evening, looking at ways to minimize that. We know there are no silent aircraft, so we know we have to live with that.

If I can say it without being smart, we wish the Airport would go away, as opposed to your mission here to try to keep the aviation industry and local airports healthy, and so forth. The ultimate solution for our community is to see the Airport go away. I say that laughingly, but it is a serious thing. People would be a lot happier in the community.

Again, to go back to what I said, we have received no -- not too many tangible benefits from it. It has been an uphill battle for the last 40 years. There are people who are very sarcastic and very bitter in town. They think the Airport will not listen to you, the Port Authority will not listen to you, and that is not entirely true. There is a limitation as to-- As an elected official, I know that as well. I can't

solve every problem of every citizen in my municipality, and neither can those bureaucracies.

But there has been an effort. I would have to admit that there has been an effort on the operators' part to meet with us, to open their doors to us, to listen to us, and address our complaints. The difficulty is, they are not always addressable to the ultimate pleasing solution. Nonetheless, they are there to help us. I have never been turned away by Airport management. Some of the tenants have sponsored-- Community relationwise they have sponsored athletic activities for the children. They provide a scholarship to a member of the graduating class of our grammar school, and I believe to a member of our high school, too. We send our children to Wood-Ridge High School.

So they have made an effort. We have used the facility as a center for collecting food to distribute to various food banks. Also, the facility has been available to our emergency responders for drills, and so forth. They have taken an active part in our Emergency Management Plan.

So, by and large, the community relationship, however strained, and probably not entirely welcome -- they have done the best they can to maintain a congenial relationship.

If anything, what I believe could be done to help both community and the aviation industry would be to provide the facilities, or some type of financing that would investigate and do more experimentation in noise suppression, in noise control, because, by and large, that is what it amounts to, the presence of noise. I believe the Airport safetywise-- I think there is an excellent record on that Airport. I couldn't even quote

numbers, but just from being Mayor and being in the town, I know there have been very few incidences, so the Airport is operated well, and it always has been. But, by and large, the fact that the community itself, in this particular case, does not derive any tangible economic benefits from the existence of the Airport, and it has been burdened, probably life in the community has been dearly suppressed.

There isn't much more I can say about that. I know that is not your purpose. You people are not here to hear that. But we have come across, in our own way, ways to learn how to live with the Airport and we make a constant effort to alleviate those problems we have. That is by having an open dialogue. We have a hot line, where as soon as a person in the community feels something has happened that is contrary to what we want, they make a phone call. If Rudy doesn't get it at that time, he gets it in the morning when he comes into work. It is all taped. So there is an immediate response. The record has been of an immediate response from Rudy or whoever is taking his place at the time.

So there are ways you can address what might be considered not caring, you know. Most of the old-timers in town tell us that the people at the Airport don't care about us, but I don't think that is entirely true. We have opened up communications with them. We have tried to alleviate a lot of the problems and have certainly responded to everybody who has a legitimate complaint.

Helicopters became a problem to us. We worked on rerouting helicopters and educating the helicopter operators to the necessity of them not providing us with irritation, because

the irritation just gets transferred to them. If we have a headache, they are going to get a headache. I think they have a Fly Friendly Program and we have had a pretty good response, considering -- a good response from those people. Again, it takes isolated incidences of people not knowing the rules or breaking the rules from time to time which makes a problem, but, again, the existence of TANAAC and the lines of communication have helped to keep them controlled.

DR. TELLING: Mayor Dressel, I have to say, first of all, on behalf of the Commission, that I appreciate your participation and your leadership, which you have already demonstrated in handling well what has to be a very difficult position, trying to balance community interests -- the interests of your citizens -- and the economic development of the State as it is even partly affected by the presence of the Teterboro Airport facility.

Your willingness to work together is undoubtedly an essential component in making it possible. I think I can accurately say, on behalf of the Commission, that we recognize we are trying to strike a balance between assuring appropriate management operations and policies of airports that can work well within a community, even though we recognize that probably in no case will all parties' best interests or hopes be fulfilled at that point in time, as you pointed out. So I do thank you for your leadership.

I would like to ask just one or two questions before I turn it over to the other Commissioners.

Could you tell me a little bit about how many residents are in the borough itself today? How many there were?

Has it changed much? Are they essentially the same residents who stayed over time?

MAYOR DRESSEL: Yes, they are. We have slightly less than 3000 people in the municipality. That has stayed constant over the 40 years that the Airport has existed in the borough. Demographically, the population is what it always was. There has been a slight change.

Right now, I am seeing in school the children of children I had as Little Leaguers. So they do not go away. The people living in the mobile homes-- There are some people who live in the mobile homes who have lived there for over 35 years, 40 years. There are people living in the mobile homes who were there when the Port Authority began to purchase the property.

So there has not been a major change. As I said in my opening statement, the fact that the Port Authority bought all that property -- it literally dissected our borough. There is a residential section now that is isolated on the southwestern side, with a major residential section on the north and eastern side of the Airport. Those people out on that end feel remote and isolated, and there is a great degree of resentment. They are the ones who are the most severely impacted. The approach and departure are right over their homes, directly over their homes. So there is a difficulty in ever getting them to be pleasant about things.

DR. TELLING: I can appreciate that.

MAYOR DRESSEL: But we are lucky. We tried to address them and assure the people. The newer residents become frightened when conditions demand that an aircraft -- or allow an aircraft, a larger aircraft to probably come in a little

lower than it normally does. You know, there is a degree of fright there, and apprehension, but that's natural. I get frightened every once in awhile when I am driving down the road when a plane comes over my head. You know, "What's that?"

When new people come into the borough, although they know the Airport exists, they really don't have any concept of the impact it will have on them. It is intimate. It is right in your home. That is what we have to live with. It is unique. That is why my situation, I don't think really, lends itself to the broad scope of important matters that you have to consider. It is probably the worst type of a situation you could consider, and maybe that is good, too. If you think about what the worst is and about what the least is, it helps.

DR. TELLING: It certainly sounds as if there is a stark contrast between the Sky Manor situation, which you heard a little bit about a moment ago, and your own.

If I may just probe two other questions relatively quickly: The facility at Teterboro, as an operating Airport, existed, if I am not mistaken, long before the Port Authority purchased it. You told us a little bit about the Port Authority's effect. Obviously, I gather, it has had a chilling effect on the revenues you receive from the tax base, as you described.

Do I understand that you actually had to bring suit to encourage additional payments, as opposed to--

MAYOR DRESSEL: Yes. Back in the 1960s -- I guess maybe in the early 1960s -- the Port Authority chose to construct a building off Moonachie Avenue in the southern end of the Airport complex. It was constructed by a company called

Windcheck (phonetic spelling). I believe it was a division of the old Alaminium Limited. They were in the business of making storm windows and, I think, aluminum swimming pools.

The then mayor of Moonachie took suit in opposition to that, because the Port Authority's stated purpose for purchasing the property was for Airport purposes, and construction-- You know, it doesn't take a rocket scientist to know that the construction of storm windows doesn't have anything to do with the aircraft industry -- with the aviation industry. He was successful. The suit was successful. The court determined that the Port Authority could not remain in its tax-free immunity status under those conditions, since the building was not necessary for the operation of the Airport.

What they decided at the time was, the Port Authority was the owner of the property. The property would forever be free from taxes. But as long as that building stood and was used for that purpose, it would have to pay its fair taxes. So they allowed it to be assessed as an improvement only, and the taxes generated on that building, under our assessment, have been paid, as I said before, at the discretion and the good nature of the Port Authority. They have not stopped paying payment of that over the 30-some-odd years.

DR. TELLING: This is only one building, so presumably--

MAYOR DRESSEL: By the same token, there are 28 acres. The Port Authority allows us to use about 10 of those acres for a baseball field and a soccer field. It is a permit to use which can be terminated at 30 days notice by the Port Authority. It is severely restricted use. We can't put any permanent

buildings on there without changing the terms of the permit. But those are 28 acres that are on loan that are off the Airport property, adjacent to it on the eastern side of the Airport. They have owned it since they bought all the property. It was zoned manufacturing. They bought it under the pretense of -- or the justification of being desirous to control whatever type of development took place, so it would not be detrimental to the Airport operation. It was never developed. It was never ever used, and now it is severely environmentally impacted. It would be extremely difficult to do development on it. Although we have used it for recreational fields, we probably aborted that environmental sensitivity by filling it in for a baseball field.

Over the years, a similar piece of property, 18 acres, has generated almost \$1 million in taxes, as undeveloped land over those years. So they owned that property, and sat on it, and, in a sense, deprived us of a tax base, with no remuneration. So I take that \$52,000 or \$56,000 they give us for the building that they do not have to-- I take that very easily. It is still not a wash, you know.

DR. TELLING: I appreciate that.

One last question: As the noise monitoring has been in place over time, has the general trend, on average, been to lower noise levels, to just maintain them, and what is the average, whatever the best way to calculate it is?

MAYOR DRESSEL: I would ask you to allow me to defer to Rudy for that. I would have to say that outside the parameter of the Airport it probably has -- as other communities are probably now realizing -- decreased in the levels of noise. I am sure Rudy can verify that.

MR. STEINTHAL: There definitely has been a decrease in aircraft noise at all the community levels. It has gone down about, if I recall correctly, 5 decibels from the day we installed the system.

DR. TELLING: That's from what to what?

MR. STEINTHAL: The averages were, if I recall correctly, in the low 60s, and now they are in the 50s.

DR. TELLING: How many times over the course of a day, or a week -- whatever the right period is -- are there excursions over the desired noise levels you would like?

MR. STEINTHAL: It is in the 50s, in most of them now. The encouragements that occur-- We have one monitor that is quite critical. We have times where there is nothing, and other times when we have quite a few. When the noise limit is exceeded, we will write a letter to the aircraft operator of that specific airplane, advise him that he has exceeded the applicable noise limit. If he fails to respond to that and he does it again, he gets a second letter. If he does it a third time, that aircraft is banned from use of the Airport.

DR. TELLING: If I may come back to that point in a minute, one follow-up question is: To what extent are the noise incursions influenced by either wind conditions or (indiscernible) conditions that change the traffic flow patterns?

MR. STEINTHAL: Well, the weather conditions would have something to do with it. On a hot day, aircraft are not operating as efficiently, so they would be lower on a specific runway, if they were using that runway. Weather conditions would also have something to do with it because, under

instrument flight conditions, they are under the FAA's domain, and they may be told to turn prematurely, where they would be turning over residential areas earlier than they would normally. These monitors are all located in residential areas.

DR. TELLING: When you say an aircraft is banned, I guess, by what authority do you have the ability to ban? Earlier you made reference to the fact that you disallowed 40 to 50 operations.

MR. STEINTHAL: Jet aircraft operating at the Teterboro Airport must have prior permission to operate. That is a rule that goes back to the Port Authority. That permission--

DR. TELLING: That is aircraft that are based there?

MR. STEINTHAL: Any jet aircraft operating into Teterboro Airport must have permission to operate jet equipment into the Airport.

When they get this permission, they sign a form that says that if they violate the rules, the permission can be withdrawn. This is what we do, we withdraw the permission. This was grandfathered based on the new ruling -- the new noise ruling of 1990. Our rules have been grandfathered in.

DR. TELLING: I had not known that that existed.

If I may, I will turn it over to Commissioner Engle. I appreciate, on behalf of the Commission, his organizing this testimony.

MR. ENGLE: With the position I am in on this, I am going to pass.

DR. TELLING: I will leave it open, if I may, then.

Pete Hines?

MR. HINES: Mayor, did I understand correctly that your municipality is split in two by the Airport?

MAYOR DRESSEL: Basically it is, yes.

MR. HINES: Of the remaining property that was taken -- the other 57 percent taken that you have, how is that split between residential and industrial? Is there an approximate percentage?

MAYOR DRESSEL: Yes. It is probably 25/75 -- 25 percent residential, 75 percent industrial/commercial, based on the simple fact that the property, the land mass itself, on the eastern side was meadows, not conducive to residential development. But that's a fact.

MR. HINES: That accounts for the 3000 population?

MAYOR DRESSEL: Yes. That is if the trailer parks are full.

MR. HINES: Do I take it that a number of the citizens of your municipality are employed at the Airport?

MAYOR DRESSEL: We have a few. Again, as I said, without getting into detail, the Airport, in and of itself, has not provided us with too much economic-- There are probably about a dozen, at the most, at any one time. I wouldn't think there would be more than a dozen people occupied on the Airport proper. As I said earlier, some of our local businesses, our restaurants-- We have some very fine restaurants; we have some catering concerns that cater to the aircraft; and a few local vendors. There is a company that supplies fire equipment. Fire Safety is the name of the company.

MR. HINES: I gather from your comments that if the Port Authority were paying somewhat more money to Moonachie, it might relieve--

MAYOR DRESSEL: How much money does it take to get rid of a headache?

MR. HINES: How much money would that be, is what I am getting at.

MAYOR DRESSEL: There is a balance there, you understand that. There is a degree of resentment. The resentment is based on the imposition.

MR. HINES: That's correct, yes.

MAYOR DRESSEL: Then, to add insult to injury, there is a lack of finances, remuneration. At various times when we approached the Port to consider, maybe, revisiting that-- See, the law says, "The Port Authority may enter into an agreement wherein they pay, in lieu of taxes, no more than the amount of taxes in place at the time of property acquisition." They may do that. They do not have to, they may do that.

At various times when political situations arise -- and it is going to come up again right now -- we are going to talk to the Port Authority again and see what we might -- take a look and see what we might be able to do. What we get asked is, "Well, what kind of a burden does the Port place on your municipality?" "Well, we give you fire protection, we give you police protection, all of our emergency service and response."

Right now, through another type of an arrangement, we have police jurisdiction over the whole complex, even at Teterboro. You can't quantify that dollarwise, that service. They are as much of a loss, probably more of a loss of potential

money, than there is. There is no way you can account for it and say, "We give you \$50,000 worth of services." We are there. We have to have a fire department that has to be conscious of the existence of the Airport and what potential problems might come from that. It is there, so we do provide police protection. A phone call, an emergency call, they are handled by our police. Our volunteer first aid people will respond to anyone who calls. They will go in there.

So it is difficult to quantify it to a point where we would say, "This is the burden you put upon us." The burden is the fact that you are there and you kept anything else from coming there. The burden is the fact that we have stunted-- There is no room for expansion. We have been disallowed that expansion. As I said, just undeveloped property, 18 acres of undeveloped property, generated over the length of time by almost \$1 million in taxes. The 28 acres of property they had, that they still have, generated nothing for us over that length of time.

So it is difficult to quantify. We are trying to come up with some acceptable, reasonable -- I always guide my actions by reason -- way of acknowledging certain improvements. There is an irony here. The Port Authority is an agency of the government. Therefore, we cannot tax it. Well, we understand that. But the Port Authority allows private industry to come in and put its facility on that property. That company, therefore, enhances its profit margin by the fact that they do not have to pay any municipal services. Any other company, any other type of business that came into a municipality would have to pay real estate taxes.

MR. HINES: Mayor, I would say to you that there are other municipal airports that require the tenants to pay taxes to the local municipality for the improvements.

MAYOR DRESSEL: But the key words there, sir, are "municipal airports." In fact as I said, and as I prefaced my statement, the Port Authority is a quasi-Federal agent. It is a bistate agency absolved by the Federal government and both state legislatures from collecting taxes. They cannot be taxed. They couldn't even allow us to subject them to an inspection by our Fire Department. They would invite, maybe, one of the inspectors to take a tour, but don't dare say they are inspecting -- that a municipal authority is inspecting a quasi-bistate agency property.

MR. HINES: Well, then, would one of your recommendations be to possibly get that part of the law changed? Is that a recommendation that you would sponsor?

MAYOR DRESSEL: I would definitely sponsor and be a fierce advocate of both legislatures -- New York and New Jersey -- revisiting that portion of the legislation -- which I should be able to cite by number -- wherein it disallows for any revisiting. It should allow, it should state -- this law should state to revisit that provision, because \$16,000 for 429 or 430 acres was probably very nice back in 1953, or 1952, but it is not in 1996.

There should have been a provision to allow it to escalate, even if it were done as unimproved property. Actually, the Port Authority cannot do it. The law disallows it.

DR. TELLING: Well, Mayor, I appreciate your candor in accurately describing what apparently the situation is with the Port Authority. But the area of striking a reasonable balance on taxation of properties used for Airport operations is one of the things the Commission is looking at. I appreciate your bringing that to our attention.

Are there any other questions you would like to raise, Commissioner Hines?

MR. HINES: No, thank you.

DR. TELLING: Ms. Nagle?

MS. NAGLE: When the Port Authority took over 430 acres and split your township virtually in half, did they do this-- I mean, did the property owners give up their land willingly, or was this done through condemnation?

MAYOR DRESSEL: I have only lived in the municipality for 30 years, but I have heard some horror stories on both sides. I don't really know.

MS. NAGLE: I mean, it seems like an impossible task to try to get--

MAYOR DRESSEL: It wasn't that impossible in those days. These were very simple, unsophisticated people. They lived in Moonachie. They were little farmers. They lived there most of their lives. They had a, if not a respect of government, maybe even a fear of the government, where if a governmental agency came in and said, "We are going to buy this property," people didn't have the wherewithal or the sophistication to know that there were a lot of opportunities to fight them. One or two people did. They weren't individuals who hung on. In fact, one of the owners of the property that I

called -- he refused to lose his property. With his tenacity, the Port Authority gave up and said, "Well, we won't really need it that badly, so we are not going to fight him any longer."

A lot of them were first generation immigrants who would not ever dream of going up against a governmental agency. I am sure they were just kowtowed. Again, the impact on a community psychologically -- to lose a church, of all things-- It was a small church that was visited. It wasn't even big enough to have a parish and have an assigned priest. So a visiting priest came, and he would conduct the services and be there for the families. We just lost a woman 90 years old tragically a couple of months ago, whose fondest memory was taking care of that church and keeping the files there. Every time I would go to visit her and talk to her about campaigning, or whatever, or see her for a wedding, or something, that was what she always wound up telling me: how she wished she still had her little church there.

Well, those people have passed away, but at that time that was the injury that was placed on them, and a community doesn't ever get over that. The school that was relocated-- It wasn't relocated. I know there was a piece of property, I think it is about 100 by 100 feet right now, where they constructed a navigational beam on it back in the 1950s. There was a school at that time. I think it went up to the fifth grade. When they tore that down, there was money compensated to help construct our existing school now. Where I talk about we use the property as ball fields, there was then a firehouse. It was nothing more than a barn, and a small borough hall. There was some compensation given to the municipality, not for the firehouse,

but for the borough hall when we reconstructed the borough hall permanently.

You know, it changed forever what the municipality could have been. That is a hard thing to get over.

MS. NAGLE: You said your municipality was 25 percent residential and 75 percent commercial/industrial.

MAYOR DRESSEL: Well, the whole municipality--

MS. NAGLE: That is the whole municipality?

MAYOR DRESSEL: What remains of it. Again, Teterboro Airport existed geographically half of what it is today. They doubled the size of Teterboro Airport by buying the 439 acres, or--

MS. NAGLE: What is the total acreage of Teterboro Airport?

MAYOR DRESSEL: About 870.

MS. NAGLE: Eight-hundred and twenty-eight?

The ball fields that Moonachie Township gets to use, did you have to put money into--

MAYOR DRESSEL: Oh, yes.

MS. NAGLE: To make them soccer fields and ball fields.

MAYOR DRESSEL: We did that. In fact, we put very little into it. Most of it was done by the people who wanted the ball field. It was done on a volunteer basis. It started out with a small area just big enough for one baseball diamond, and then, as the children grew and we needed more, we then had four diamonds -- a softball diamond, a Little League diamond, and two full-size baseball diamonds. Wood-Ridge has entered into the same type of an agreement with the Port Authority,

which is not this Commission's concern, but they have a soccer field, a nice extensive soccer field and baseball diamond right adjacent to us. Another municipality came into my municipality to get recreational fields from the Port Authority, and it happened. That wasn't nice, that wasn't good. But we worked together.

We could chat here for a long time. I could tell you a lot of stuff, but I don't know if it is all relevant.

MR. YUDIN: Originally, you said that your municipality really receives nothing beneficial from the Airport. I recollect you saying that.

MAYOR DRESSEL: That's right, yes.

MR. YUDIN: Then during some questioning, you did acknowledge that, because of the number of employees in the various institutions on the Airport, while they might not be residents of your municipality, they do spend money in your municipality, whether it is at a gas station or a restaurant.

MAYOR DRESSEL: Absolutely.

MR. YUDIN: So there is definitely some positive economic impact for Moonachie as a result of this industry -- the Teterboro Airport -- in the number of people it employs in the various businesses.

MAYOR DRESSEL: It is not that it is a vacant field with no occupants.

MR. YUDIN: Well, those businesses that operate and receive patronage from these employees, they employ, possibly, some residents from Moonachie. They might even be Moonachie owned, by Moonachie residents. So there is that benefit.

I certainly understand the basic feeling of Moonachie residents about how the Airport tends to hurt them relative to peace and serenity.

MAYOR DRESSEL: There is more to it than that, too.

MR. YUDIN: And that will never go away. I mean, it's an Airport, although the Airport, under its original number of acres, was there, probably, before any Moonachie resident who is currently there. There might be some exceptions to that, but I think an overwhelming majority of the people who are in Moonachie now came after the original Airport of 400-and-some-odd acres.

MAYOR DRESSEL: Let me just make that clear.

MR. YUDIN: Sure.

MAYOR DRESSEL: The original Airport was Teterboro Airport.

MR. YUDIN: Right.

MAYOR DRESSEL: It was a small Airport, not big, and it probably couldn't exist today it was so small.

MR. YUDIN: It couldn't exist in his present configuration.

MAYOR DRESSEL: The Airport became what it is today only because it expanded into Moonachie. Under the physical limitations of the old Teterboro Airport, I don't think they had a runway that was more than, if it was, 1000 feet.

DR. TELLING: I thought it was 400 acres prior to the expansion.

MR. ENGLE: Yes, it was.

DR. TELLING: That would certainly support--

MR. YUDIN: I soloed out of Teterboro Airport.

MAYOR DRESSEL: In what year?

MR. YUDIN: I was 16 years old, so that was in the 1950s. I don't think it was owned by the Port Authority at that time, was it?

MR. ENGLE: Yes.

MAYOR DRESSEL: Yes.

MR. YUDIN: When did the Port Authority buy it?

MR. ENGLE: In 1946.

MR. YUDIN: Now, when they bought it, it was 400-and-some-odd acres?

MAYOR DRESSEL: Right, and it stopped in Teterboro. It did not extend into Moonachie.

MR. ENGLE: Exxon actually paved the runways.

MR. YUDIN: When was that?

MR. ENGLE: They first paved the runways in 1945.

MR. YUDIN: Okay.

MR. ENGLE: Right after the war. The Airport at the time was owned by Fred Waring.

DR. TELLING: Fred Waring?

MR. ENGLE: Yes.

DR. TELLING: That was a pretty good-sized Airport.

MR. ENGLE: Right. I think the runways at that time were about 3000 feet.

MR. STEINTHAL: Well, they extended them 1000 feet, so Runway 6 is now 6000, so it was 4000 to maybe 5000 feet.

MAYOR DRESSEL: I'm sorry.

DR. TELLING: That is sort of what I would have thought, because it was an attractive commercial property. Fred Waring made a fair amount of money on that sale.

MAYOR DRESSEL: Teterboro Airport -- the original Teterboro Airport, the historical Teterboro Airport -- its southern terminus was the borderline between Moonachie and Teterboro. Surrounding that, as I said before, surrounding that immediate Airport, were farms, small farms. On the edge of the farms going out toward the road were homes and streets. They were improved. Behind the homes, and between the homes and the Airport were farms.

What I submit to you, Commissioner, is this: You're right. The existence of any type of a business on that locality would provide some economic benefit to the municipality, in those businesses that would employ people. I'm sure the caterers have local people working for them. I am sure that some of the restaurants have local people. One of the restaurateurs is a friend of mine, a local resident. Yes, you're right.

But I also submit to you that most of that Airport and that property is empty space, because it is an Airport. You have a certain few buildings there. Had the Port Authority not purchased that property, had the Port Authority not decided that they needed to expand that Airport to what it is today, even under a reverse, a 75 percent residential and 25 percent commercial/industrial, we would have far more economic benefits. I did not mean to minimize it. I said, there is no discernible benefit. It is what it is. I mean, the benefit is a minimal thing. I do not mean to be argumentative with you, but I just want to try to put it in the right perspective.

MR. ENGLE: The ironic thing is that the property that was purchased by the Port Authority back in 1953, a large

majority of that property the Port Authority just held onto it and did nothing.

MR. YUDIN: Is it empty?

MR. ENGLE: It is empty, but it is now wetlands.

MR. YUDIN: So you can't build on it?

MR. ENGLE: So you can't build on it.

MAYOR DRESSEL: Now -- you can't build now, although that is not entirely true either. You can build, but you have to go through the vigorous permitting processes. Mr. Engle can probably testify to that.

MR. YUDIN: You said that the Port Authority leases the entire operation of the Airport--

MAYOR DRESSEL: Yes.

MR. YUDIN: --and that presently it is being leased to--

MAYOR DRESSEL: To Johnson Controls.

MR. YUDIN: Okay. I think you also stated there is no actual presence of the Port Authority on the Airport. You initially always deal with whoever the lessee is, and from that point, if you don't get satisfaction, you might then go to the Port Authority.

MAYOR DRESSEL: Well, with the level of communication, we were obliged to-- When it is within the parameter of the Airport, we are obliged to deal with Johnson Controls, and they will pursue dissolution, or whatever the dialogue is that is going on.

Under the constraints of their lease, if they wish to do something, they have to check with the Port Authority to see if the Port Authority will agree to it under the terms of their

lease. I can't say there have been a lot of incidents. If we meet with any degree of dissatisfaction, we can always have access to the Port Authority as a public agency, but that is not generally the case.

MR. YUDIN: If you were allowed to tax the property at the going rates, what would the real estate taxes be? Do you have any idea?

MAYOR DRESSEL: I have no idea, because given the fact that if we want to qualify just tax and improvements, I would have to have a professional tax assessor go in and put a value on the buildings as improvements. I have no idea what that would cost.

MR. YUDIN: Is it safe to say it would be in the millions?

MAYOR DRESSEL: Yes.

MR. YUDIN: Okay.

You also mentioned that you do provide services on this property, police, fire, ambulance. You have a volunteer ambulance corps and you have a volunteer Fire Department.

MAYOR DRESSEL: Yes.

MR. YUDIN: Your Police Department, of course, is paid.

Are these services called upon often on the Airport property?

MAYOR DRESSEL: Well, we are, from time to time. We have all of that recorded. I would say no more than the rest of the-- It's typical.

MR. YUDIN: Do you feel that the income you do derive, which you said is \$75,000--

MAYOR DRESSEL: It is probably close to that.

MR. YUDIN: Okay.

Do you feel that that at least pays for the services you provide for the Airport?

MAYOR DRESSEL: Again, it is difficult for me to say. My tendency would be to say, "No." My initial reaction would be to say, "No." Again, it is difficult to quantify.

MR. YUDIN: Would you be in a position to supply us with some empirical data relative to answering that question? In other words, could you ask some of your people to try to put a figure--

MAYOR DRESSEL: Yes. We have put that together from time to time.

DR. TELLING: I think that would be a very good idea.

MR. YUDIN: With the permission of the Chair, would you try to quantify that for us later on, so we can make it part of the record?

MAYOR DRESSEL: We have put that together from time to time.

MR. YUDIN: I would like to know, for instance-- You are receiving an income of \$75,000. I would like to see data-- If it is costing you -- the taxpayers of Moonachie -- \$150,000 to supply all of these services, I would like to see that. I think that would be an important addendum to the record.

MAYOR DRESSEL: I would also ask you, if you could derive that -- derive a fair analysis of that-- There is a building on the corner of-- It is a very nice, attractive office building that is valued at-- Our assessment on it is \$7 million. I can't do the calculations in my head quickly enough,

but I am sure they pay us more than that in taxes. But there is no way I could quantify, and say, "Well, I am giving you that much money's worth of services." My point being simply, that is not totally an indication of what it is.

MR. YUDIN: I do think, though, you could quantify your police, fire, and ambulance corps, and generally come up with a ballpark figure of what you think it costs you to supply these services to the Airport property.

MAYOR DRESSEL: I will do that, and I will do it willingly. I just hope you take it for what it is. We have a police force. It costs a certain amount of money to have that police force, whether it is used or not, whether there are calls there or not. It is at the disposal of that Airport.

The Fire Department: We have to have certain equipment in that Fire Department. Whether there is an occasion to go on the Airport and fight a fire doesn't totally matter. We have to have it to service it.

MR. YUDIN: Well, let me ask you--

MAYOR DRESSEL: So numbers of incidences do not indicate the costs.

MR. YUDIN: Well, it is not just the number of incidences now. You are called upon to fight fires on this Airport, so I would imagine there is some specialized equipment in your Fire Department that that Fire Department has had to purchase that you wouldn't necessarily purchase if you didn't have an airport.

MAYOR DRESSEL: All right.

MR. YUDIN: There are certain fire suppression systems relative to foam. There are certain kinds of training that your

people have to go through for when they are called upon to fight a fire on an airport. You could, by checking with your fire chief, I am sure, find out what equipment you had to purchase for the specific reason of fighting fires on an airport. I think that is an important fact, because we have to make recommendations to the Legislature. If it is costing you \$150,000 to provide these services and you are only getting an income of \$75,000, we might want to -- and I can't speak for anyone, including myself, at this point, because we are just gathering information -- recommend to our Legislature that somehow your income from the Port Authority be increased.

MAYOR DRESSEL: Oh, I appreciate that.

MR. YUDIN: But we need the data.

DR. TELLING: Mayor Dressel, I think everyone appreciates the difficulty of trying to allocate what is, in fact, on one level, a fixed cost, as long as the borough, in fact, has any citizenry. I think rather than have us try to debate what the right approach is, for myself at least, I would suggest -- and I think it is the sense of the Commissioners' questions to say -- look at your budget, and on whatever basis you think you should fairly allocate, and some of the things discussed may not be the best way, incidents and so on, but fairly allocate in your own mind the expenses related to supporting the eventuality that something could be happening to this thing, plus any special unique equipment, or demands, or training that are specific to this Airport. I think that, as a portion of your total budget, would help to answer the kinds of questions we have.

MAYOR DRESSEL: I don't have to be hit by a two by four to get the heat.

DR. TELLING: We are interested.

Are there any other questions? (no response)

Again, on behalf of the Commission, I thank you for not only taking the time today, but I think everyone here recognizes and believes that it takes extraordinary leadership to do the kind of balancing that I think you have demonstrated in trying to represent both your citizens and work with the community and the facility to assure that the facts on aviation noise, for example -- the facts about the Airport and their willingness to try to address problems, even if not all the solutions are complete or fully accurate-- That kind of balance is hard to strike, and we appreciate your willingness to try to keep fighting the good fight.

There are many ideas you have raised, and I think we will be taking up one of them, which we have sought to address. We, as a Commission, would like to see a balance and reasonable approach to the question of airport taxation. That is simply to say, we would like neither to be inappropriately depriving the local municipalities, nor do we wish to be inappropriately burdening airport operations.

In other testimony, we have had examples of the latter. I think in your testimony today, we have had a good example of the former. We will certainly look at it and hope that we can come up with a more balanced approach.

If there is any additional written information that either of you think would be useful to the Commission, either on data that is already in the public record -- we are not trying

to seek anything else -- about the success of the unique program you put into place on noise abatement management and monitoring, the Commission would love to have it and be able to review it as part of its record. Or, if there is any additional information beyond the questions that have been asked, we would also welcome it. It may be sent to Jack Penn's office, in care of the Commissioner.

MR. STEINTHAL: Phil, did you give--

MR. ENGLE: No. Actually, I guess that can go to the secretary. (referring to written material)

DR. TELLING: Yes.

MR. ENGLE: She can make it part of the package.

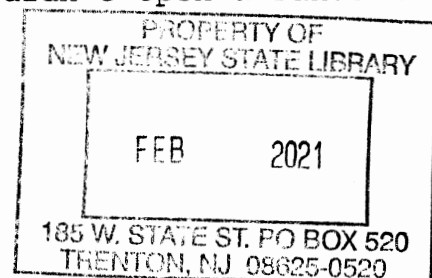
MAYOR DRESSEL: We have a paper here titled, "History of Teterboro Airport Noise Program," for your extra enjoyment, if you wish. We have some history on TANAAC, the committee itself, and a copy of our rules and regulations.

DR. TELLING: Thank you very much.

MAYOR DRESSEL: I would like to express my appreciation -- sincere appreciation -- to the Commission for listening to me, and for being patient with me.

MR. YUDIN: Well, you have opened up a whole new area. I mean, if we are going to be fair and look at private airports and the way they are being overwhelmed with property taxes, we have to be evenhanded and take a look at a municipality like Moonachie, which seems to be overwhelmed with supplying services that they are not being properly reimbursed for. You have opened up a whole new park here.

MAYOR DRESSEL: I hope I didn't open a Pandora's box for you.



MR. YUDIN: No, not at all. Not at all.

MAYOR DRESSEL: It warms my heart to know that there are people like yourselves out there who have an open mind to now realize that there is another side to the coin as well. We have, over the years, not--

We are a small town. Politically, we do not get a lot of attention. But I am glad you were receptive to my thoughts and my comments. My community will be very grateful to you. We will supply you with any information we can put together for you, any information you need. I stand ready to go at a minute's notice to testify on behalf of any of your efforts to have people at least take another look at the situation we have to live with.

MR. YUDIN: How much does it cost you to support your services at the Airport? I would very much like to see those figures.

MAYOR DRESSEL: Okay.

Thank you very much.

DR. TELLING: Thank you very much. We appreciate your time.

Phil, is there anything you want to describe about this?

MR. ENGLE: These are the efforts and a token that we put together to date to try to get some of the communities to testify. I have a draft letter that Commissioner Yudin prepared. Jack Penn and I had a brief discussion about it yesterday. Jack McNamara was quite sick yesterday on the phone, so we are going to try to get to him later in the week to maybe

do some editing and see if we can get that out, in an effort to get some of these communities back in.

We have a full schedule for the 26th, and we are trying to fill up the 27th right now. We have Readington Township coming in, Green Township, Montgomery Township-- They are all coming in.

DR. TELLING: Great.

All right. There being no other business, may I suggest that we adjourn?

MR. YUDIN: I would like to congratulate the Vice-Chair for the manner in which he conducted this meeting.

MR. ENGLE: Yes. Thank you very much.

MS. NAGLE: Yes, a wonderful job.

DR. TELLING: Thank you very much.

(MEETING CONCLUDED)

APPENDIX

History of Teterboro Airport Noise Program

Rudy F. Steinthal, A.A.E.

In January 1970, when Pan American World Airways, Inc. began the operation of Teterboro Airport, the noise abatement policy for the airport stated that take-offs on any runway must not exceed 112 PNdB (Perceived Noise Decibel) on the ground at various locations. The noise readings were taken with a portable noise monitor when personnel were available to observe the readings displayed on the monitor.

In 1977 a BBN Instruments Company Model 614 Portable Noise Monitor System was placed into operation. This unattended portable monitor recorded noise readings for periods of up to two weeks, using the dB(A) scale. Additionally, the BBN monitor generated reports for single events, daily average sound levels and Day Night Average Sound Levels (DNL or LDN). The commissioning of the BBN noise monitor required that the 112 PNdB restriction be converted to A-Weighted Sound Level dB(A). Therefore, the 95.5 dB(A) limit was established for departing aircraft.

Prior to the installation of the currently installed noise monitoring system, the noise abatement program consisted of receiving and plotting complaints from the local community. Numerous complaints from a particular area indicated that a need for further study existed and the Airport proceeded to identify the problem. Once the source of the noise concern was identified, airport personnel worked with the FAA to determine if any alternatives were available.

Teterboro Airport held a Public Officials Briefing on August 15, 1984. As a result of an Airport Master Plan Study and input from the "Community Advisory Committee" the Airport was preparing to install a noise monitoring system. The purpose of the briefing was to advise the Public Officials of the specifications contained in the bid package for the Noise Monitoring System. A pre-bid meeting was held at 10:00 a.m. on August 29, 1984 in the Airport Managers office at Teterboro Airport. The contract for the noise monitoring system was awarded to Tracor Applied Sciences.

Installation of the noise monitoring system was delayed by difficulties in establishing sites for the remote noise monitors. Locations were required that would accurately depict the impact that over flights, from aircraft utilizing Teterboro Airport, had on local communities. Once the locations were established further delay was incurred in implementing contracts for use of each of the sites.

On March 3, 1987 a Public Officials meeting was held in the conference room in the Atlantic Aviation terminal at Teterboro Airport. A hand out entitled *Teterboro Airport Background Information On The Permanent Noise Monitoring System*, prepared by the airport noise consultant --Young Environmental Sciences, Inc. of Manhasset, New York -- was distributed to all attendees. Mr. Young gave a presentation which included a general discussion of the characteristics and capabilities of the noise monitoring system, an update on the regulation of

noise impacts at other Metropolitan New York General Aviation Airports and the matter of noise regulation generally. Participants were acquainted with various measurement units, questions were fielded and suggestions for ways in which information could be conveyed to their constituents were solicited.

The current Teterboro Noise monitoring System was commissioned on September 22, 1987 by Congressman Robert Torricelli with members of what would become the Teterboro Aircraft Noise Abatement Committee (TANAAC) in attendance.

At that time, the noise monitoring system consisted of six remote sites, one spare (which was set up in front of the noise office for demonstration), two portable noise monitors, a Data General Nova 4 computer, a IBM "XT" computer and a IBM "AT" computer. The portable noise monitors were to be used to investigate and gather information from areas as directed by TANAAC. The computer was programmed to trigger an audio alarm and print a *Noise Event Report* depicting the time history of the event, when the Maximum Noise Level (MNL) exceeded 95 dB(A) for any single aircraft event.

The remote noise monitoring sites (RMS) were installed at the the following locations:

- RMS # 1 Carlstadt, corner of Berry & 7th, 1.9 nautical miles (NM) from normal brake release on Runway 24.
- RMS # 2 Hasbrouck Heights, Hamilton Avenue, across the street from the Municipal Building, 0.7NM west of the western boundary of the Airport.
- RMS # 3 Hackensack, on the roof of the Hackensack Medical Center, 2.5NM from normal brake release on Runway 01.
- RMS # 4 Hackensack, Park Street -- 300 feet north of Central Avenue, 1.8NM north of the Airports' northern boundary.
- RMS # 5 Bogota, in the back yard of the Bogota High School, 2.8NM from normal brake release on Runway 06.
- RMS # 6 Moonachie, Joseph Street, .4NM (2300 feet) east of Runway 01/19.

On October 26, 1987, at 7:00 p.m. the Teterboro Aircraft Noise Abatement Advisory Committee (TANAAC) held its first meeting at Atlantic Aviation. The purpose of this meeting was to introduce Pan American World Airways (the airport operator at that time) and the Port Authority of New York and New Jersey (the airport owner) and to explain their roles and responsibilities in reducing noise in the local communities. Additionally, Mr. Henry Young, the noise consultant for Pan Am (at Teterboro Airport), explained various reports and nomenclature used in noise abatement programs.

The first regularly scheduled meeting of TANAAC was held on February 10, 1988. At this meeting the data gathered in the last quarter of 1987 was presented to the committee. Mr. Young prepared a glossary of terms which was distributed to attendees. TANAAC set priorities and mandated that the Teterboro Airport Noise Abatement Officer gather information about Runway 24 departures and make recommendations to reduce noise.

For the last quarter of 1987, prior to revising any rules or flight paths, the Day/Night Average Sound Level (LDN) for aircraft recorded at the remote monitoring sites were as follows: (the last quarter of 1990 is shown to allow for comparison).

	<u>1987</u>	<u>1990</u>
RMS #1 Carlstadt	62.8 dB(A)	60.2 dB(A)
RMS #2 Hasbrouck Heights	61.1 dB(A)	56.2 dB(A)
RMS #3 Hackensack (hospital)	63.5 dB(A)	60.0 dB(A)
RMS #4 Hackensack	64.0 dB(A)	58.3 dB(A)
RMS #5 Bogota	57.9 dB(A)	54.5 dB(A)
RMS #6 Moonachie	65.9 dB(A)	58.7 dB(A)

The second regularly scheduled meeting was held in May 1988. Information was presented in reference to Runway 24 departures. After discussion, TANAAC recommended that aircraft departing Runway 24 must not exceed 80.0 dB(A) between the hours of 10 p.m. and 7 a.m. and that 90.0 dB(A) was not to be exceeded during all other hours of the day. Any aircraft exceeding the applicable noise limits would be issued a violation. If three violations were issued the offending aircraft would not be allowed to operate at Teterboro Airport. These recommendations were incorporated into the *Teterboro Airport Noise Abatement Rules and Regulations*.

In April 1986, because of an aircraft incident in November 1985, the FAA altered the usage of the arrival flight paths for aircraft landing at Teterboro Airport from the north. Use of the "VOR DME-A" approach was suspended and aircraft were now assigned the "VOR DME-B" approach. This had an effect on communities to the north-northwest of the airport. Aircraft flying the DME-B approach (which tracks directly over the Hackensack Medical Center and numerous high rise apartments) were required to descend to 960 feet MSL (mean sea level) at a point four (4) NM from the Airport. This change allowed aircraft to operate as low as 700 feet above ground level (AGL) at high power settings to maintain the proper altitude. There is a ridge in this area about 200 feet high.

The use of the VOR DME-B approach generated numerous complaints. The efforts of the Airport to have the FAA return to the VOR DME-A approach were unsuccessful. After the airport management conducted extensive research and armed with the information obtained from the monitor located on the roof of the Hackensack Medical center, TANAAC and Congressman Torricelli were able to have the FAA re-evaluate the VOR DME-A Approach. At the December 7, 1988 meeting of TANAAC Mr. Henry Lengel, Air Traffic Manager at the Teterboro Air Traffic Control Tower gave a presentation and stated that the VOR DME-A approach would be reinstated and be used on a twenty-four basis, on or about the 17th of December 1988.

The VOR DME-A approach has aircraft approach from the west and fly over the airport at 1500 feet MSL. After crossing Teterboro Airport a left turn is made to the north (in most cases either over the Hackensack River or Overpeck Creek) and the aircraft proceeds to about Route 80 where it turns to the west. Shortly thereafter it turns onto final approach course (in line with the runway). During the circling approach the aircraft remains as close to the airport as possible and the pilot begins to descend at a point where a smooth reduction of power is applied until landing.

Additionally, the application of landing flaps is delayed until the aircraft is established on final, to avoid excessive engine noise during the approach. The VOR DME-A approach keeps the aircraft higher for a longer time and utilizes less power through out the approach than the VOR DME-B approach. This reduces noise below the flight path.

TANAAC also voiced concern about Helicopter routes to/from Teterboro and the low altitude of helicopters over the local communities of Moonachie and Little Ferry. After extensive research and in cooperation with various helicopter operators and the FAA (Mr. Lengel was exceedingly helpful and expended much time to this project) the Teterboro helicopter routes were revised and a chart was prepared for issuance to all helicopter operators.

These new helicopter charts were issued to the Teterboro based helicopter operators and mailed to all known helicopter operators located in the Greater New York area or within normal flying distance from Teterboro Airport.

In October, 1990 it was announced that a "Runway 19 Test Departure Procedure" had been initiated in August 1990, in an attempt to put more aircraft departures onto Runway 19. This would place more of the noise over the Meadowlands (unpopulated) area, thereby reducing the number of jet departures from Runway 24. Aircraft operating under Instrument Flight Rules (IFR) may now depart Runway 19 without additional delay if the weather is reported with a ceiling of at least 3000 feet and visibility at least five (5) miles. Although this was only a test procedure at that time, it was expected to be formally accepted by the FAA and published as a Standard Instrument Departure (SID). It is doubtful that the airport could have persuaded the FAA to evaluate this procedure without the noise monitoring system and TANAAC. The procedure was published as the *Dalton Departure* and, as of December 1992, the weather minimums were a ceiling of 3000 feet and visibility of 3 miles.

The Boston Federal Reserve advised TANAAC that effective May 20, 1991 all check courier flights operated under their contract at Teterboro Airport would be required to schedule Stage Three equipment. Shortly thereafter U. S. Check, a commercial company competing with the Federal Reserve, advised that they too would schedule only stage three equipment to operate at Teterboro Airport.

It should be noted that since the commissioning of the noise monitoring system all the aircraft day night levels (ALDN) have been reduced by at least 3 dB(A), when comparing the totals for 1988 with the totals for 1994. The noise complaints during the same period have declined from a yearly high of 2172 to 1937 (or by 10.8%), while total aircraft movements decreased by 6.8% and jet operations increased by 14.4%..

Teterboro Aircraft Noise Abatement Advisory Committee

Overview, Membership, Mission Statement and By-Laws

Overview:

The *Teterboro Aircraft Noise Abatement Advisory Committee* (TANAAC) was established on February 26, 1987. The main purpose of the committee was to establish a meaningful dialogue between the airport community and the residential communities. The primary goal was to enhance the quality of life of the residents of local communities while insuring the efficient operation of the airport.

The airport would assist the local communities in petitioning both the Federal Aviation Administration (FAA) and Federal Government, in matters that would result in a better quality of life for residents of the state. Technical advice would be given in matters concerning noise and aircraft overflights.

TANAAC is comprised of the locally elected officials (Mayors, Members of Congress, State Senators and Assembly Members, Bergen County Executive and Freeholder Chairperson) or their duly appointed alternate and members of the aviation community (Airport Operator, Airport Owner, FAA Tower Manager, Fixed Base Operators and Heads of Corporate Flight Departments).

Membership:

Membership is open to locally elected officials representing the interests of the population that is located within the *Airport Surface Area* (approximately five mile radius of the airport) and selected members of the local aviation community. The communities of Bogota, Carlstadt, Hackensack, Hasbrouck Heights, Little Ferry, Maywood, Moonachie, Ridgefield Park, Rutherford, South Hackensack, Secaucus, Teaneck, Teterboro and Wood-Ridge are represented by the mayor or a duly appointed alternate. The Bergen County Executive and Freeholder Chairman, Member of Congress for the ninth District, State Assembly members and State Senators of the 36th and 38th districts are represented by themselves or a duly appointed alternate.

The aviation community is represented by the Airport Manager, the Federal Aviation Administration Teterboro Air Traffic Control Tower Manager, selected members of the Aviation Community (at the discretion of the Airport Manager) and The General Manager of New Jersey Airports for The Port Authority of New York and New Jersey, or a duly appointed alternate. The Tower Manager's membership is limited to that of a technical advisor.

Mission Statement:

1. TANAAC shall make recommendations that will enhance the quality of life for the residents living within the *Airport Surface Area*. Recommendations should focus on areas that would result in aircraft, utilizing Teterboro Airport, operating in the quietest and most environmental friendly manner technically possible.
2. Airport management will make a concerted effort to implement all recommendations. Recommendations must not be in violations of current lease agreements, grant agreements, existing laws, and/or federal rules and regulations.
3. The Airport Operator shall prepare quarterly and year end reports. Reports will include information pertaining to, but not be limited to, runway usage, aircraft movements, noise monitor readings, noise complaint information and violation/warning letters issued.
4. The Airport Operator will keep TANAAC members informed of any conditions that may change, or may be perceived as changing the quality of life of area residents. Information regarding the Airport will be disseminated in a timely manner. Airport construction projects, runway rehabilitation, hangar construction and/or renovations and rule changes will be discussed at quarterly meetings. Any known Air Traffic rule changes, routing changes, approach and departure procedures changes and new technology will be brought to the attention of TANAAC.

By-Laws:

1. Each local community shall be represented by the mayor, or a duly appointed alternate.
2. Members of Congress, State Assembly Members, State Senators, The Bergen County Executive and the Freeholder Chairperson shall be represented by the officer holder, or a duly appointed alternate.
3. The Airport Owner shall be represented by the General Manager of New Jersey Airports of The Port Authority of New York and New Jersey, or a duly appointed alternate.
4. The Airport Operator shall be represented by the Airport Manager, or a duly appointed alternate.
5. The Federal Aviation Administration shall be represented, in an advisory capacity only, by the Teterboro Air Traffic Control Tower Manager, or a duly appointed alternate.
6. Members of the Aviation Users Community will be selected by the Airport Manager from a representative cross section of the based tenants at Teterboro.
7. TANAAC shall be Co-Chaired by the Airport Manager and one of the mayors.

9. All members may invite up to three (3) guests to all meetings without advising the Airport Manager. Arrangements must be made for additional guests in order to insure sufficient accommodations at the meeting.
10. TANAAC quarterly meetings are scheduled for the third Wednesday in the months of January, April, July and October.
11. Any TANAAC member may request a special meeting, by contacting the Airport Manager.
12. All Representatives with the exception of the Airport Owner, the Airport Operator and the Federal Aviation Administration will be entitled to one (1) official vote.
13. Motions will be carried by a simple majority. In the event of a tie vote the Airport Manager will break the tie.
14. A minimum of three (3) communities must be represented for all official votes.
15. Guests may actively participate and indicate desires at meetings, but their preferences will not be counted for official votes.
16. Should a Representative and a duly appointed alternate both be present at a meeting the alternate status will be that of a guest.
17. Minutes will be taken at all meetings and summarized in the following quarterly report.
18. In the event the Airport Operator is unable to implement recommendations made by TANAAC the membership will be formally advised.



TETERBORO AIRPORT



NOISE ABATEMENT RULES AND REGULATIONS

GENERAL

- A. Aircraft operating at Teterboro Airport must abide by the applicable noise rules, as defined in the following paragraphs. Airport noise rules are based upon maximum permitted noise level (MNL) and Federal Aviation Regulations (FAR) Part 36 noise level classification.
 - 1. No jet powered aircraft may operate at Teterboro Airport without prior approval of the Airport Manager.
 - 2. No aircraft may operate at Teterboro Airport if such operations shall result in emitted noise above levels prescribed by the Airport Rules and Regulations.
 - 3. No operations by subsonic Stage Two, low bypass, jet aircraft, exceeding 75,000 pounds maximum certified take-off gross weight (MTOGW), may be planned or scheduled at the airport between the hours of 12:00 midnight and 6:00 a.m..
- B. Specific details concerning these regulations are provided in the following sections of this document.

DEFINITIONS

- A. *Airport* shall mean Teterboro Airport, Teterboro, New Jersey.
- B. *Airport Manager* shall mean the Airport Manager of Teterboro Airport or his/her designated representative.
- C. *Annex 16* shall mean Annex 16 to the Convention on International Civil Aviation of the International Civil Aviation Organization (ICAO).
- D. *First Violation* shall mean the first violation of the MNL based noise standard, by an individual aircraft.
- E. *Maximum Noise Level* shall mean the maximum level of a noise event, measured in dB(A).

- F. *MNL* shall mean Maximum Noise Level.
- G. *Operations* shall mean an aircraft arrival or departure.
- H. Part 36 of the *Federal Aviation Regulations* or Part 36 shall mean 14 C.F.R., Part 36, including noise levels under Appendix C of that Part.
- I. *Second Violation* shall mean the second violation of the MNL based noise standard, by an individual aircraft.
- J. *Stage Two, Low Bypass Ratio Airplane* shall mean an airplane that complies with the noise levels prescribed in Sections C36.5(a)(2) of Appendix C of Part 36, or in Chapter 2 of Annex 16 (including use of applicable tradeoff provisions), and which is powered by jet engines with a bypass ratio of 3.0 or less.
- K. *Stage Two, Low Bypass Operations* shall mean operations by Stage Two, Low Bypass Ratio airplanes.
- L. *Stage Three Airplane* shall mean an airplane that complies with the noise levels prescribed in Section C36.5(a)(3) of Appendix C of Part 36, or in Chapter 2 of Annex 16 (including use of applicable tradeoff provisions).
- M. *Stage Three Operations* shall mean operations by Stage Three airplanes.
- N. *Third Violation* shall mean the third violation of the MNL based noise standard by an individual aircraft.

APPROVAL TO OPERATE JET AIRCRAFT

- A. In order to use Teterboro Airport, all operators of jet powered aircraft must complete and submit to the Airport Manager, a form entitled "*Request To Operate Jet Powered Aircraft Into Teterboro Airport*".
- B. This form must be completed and submitted either before the first operation by any jet powered aircraft or prior to the first departure by the affected aircraft. If the form has not been completed and submitted prior to the first arrival at TEB, the Captain of the arriving aircraft shall contact the duty Airport Operations Supervisor to request a copy of the form.
- C. Upon presentation of the Request To Operate form to the Captain, the Airport Operations Supervisor shall provide information to him/her regarding TEB noise regulations.

- D. Approval must be obtained for each jet powered aircraft the owner plans to operate at Teterboro Airport. Owners may gain approval for more than one aircraft during initial contact with airport management.
- E. Aircraft Operators and/or Owners shall advise Teterboro Airport management any time that they have sold, or are no longer in direct control of, an aircraft affected by this rule.

MAXIMUM NOISE LEVEL

A. Noise Limits

Takeoffs will be permitted only if they are so planned and conducted that the MNL, as measured on the ground, will not exceed the following:

1. Runway 24:

Between the hours of 2200 and 0700 local times - 80 dB(A). At all other times - 90 dB(A).

2. All Other Runways:

Takeoffs from all other runways and helicopter routes may not exceed 95 dB(A).

B. Violations

- 1. Whenever an aircraft operation has resulted in emission of a sound level above the prescribed limit, the Airport Manager shall issue a noise violation notification. Such notification shall be mailed, via certified or registered mail, to the address given by the operator on the "Request To Operate Jet Powered Aircraft Into Teterboro Airport" form, or registered owner/operator (in the case on non jet aircraft). Failure on the part of the aircraft operator to receive such notification shall not be cause for dismissal of the violation.
- 2. First Violations and Second Violations shall remain in effect for two years each. Upon the second anniversary of the First Violation or Second Violation, that violation shall be void. If a Second Violation exists when a First Violation expires, the Second Violation shall revert in status to a First Violation. Any downgraded violation shall expire on the second anniversary of its original date of occurrence.
- 3. Aircraft that have received three (3) MNL violations shall not be permitted to operate at Teterboro Airport.

C. Exemptions

1. Upon prior approval of the Airport Manager, operators may conduct up to two flight tests on any one aircraft. These tests may be conducted for the purpose of evaluating noise abatement procedures. Permission for such tests will not be granted if a Second Violation has been issued for the aircraft involved.
2. If Runway 19 is officially closed, by NOTAM, the applicable MNL for Runway 24 shall be 95 dB(A).
3. If the cross-wind component existing at the time of an intended Runway 19 takeoff, exceeds the maximum allowable cross-wind component as listed in the operator's handbook for the aircraft being used, the applicable MNL for Runway 24 shall be 95 dB(A).
4. Exemptions may be granted in cases where, due to circumstances that could not have been foreseen prior to departure, noise abatement procedures were abandoned in order to assure safety of flight.

D. Appeals

1. Operators may appeal application of a MNL violation. Letters of appeal must be received by the Airport Manager within thirty (30) days of the date that the violation notification was received by the operator.
2. Letters of appeal should clearly state the specific ground upon which consideration is requested. Mitigating circumstances must be verifiable and documented.
3. Requests for consideration may be reviewed by the Teterboro Airport Noise Abatement Advisory Committee (TANAAC) within ninety (90) days of the receipt of the appeal letter. The Airport Manager, with or without the advice of TANAAC, shall render a decision concerning the appeal. The decision of the Airport Manager shall be final.
4. All violations shall remain in effect until a decision has been rendered by the Airport Manager.

REMOTE NOISE MONITOR LOCATIONS

- A. Remote Monitoring Site (RMS) locations are depicted on the Teterboro Airport Minimum Sound Tracks chart, available at the Airport Operations Office, 399 Industrial Avenue, Teterboro, NJ 07608, (201)288-1775.

B. Fixed RMS locations are as follows:

- RMS #1: Carlstadt - Corner of Berry Street and 7th Avenue, 1.9NM from the normal brake release point at Runway 24 threshold.
- RMS #2: Hasbrouck Heights - Hamilton Avenue across the street from the Municipal Building, 0.7NM west of the west boundary of the airport.
- RMS #3: Hackensack - Roof of the Hackensack Medical Center, 2.5 NM from the normal brake release point at Runway 01 threshold.
- RMS #4: Hackensack - Park Street, 300 feet North of Central Avenue, 1.8 NM north of the northern boundary of the airport.
- RMS #5: Bogota - In the yard of the Bogota High School, 2.8NM from normal brake release point at Runway 06 threshold.
- RMS #6: Moonachie - Joseph Street, 0.4NM east of Runway 01/19.

STAGE TWO OPERATIONS

Noise Rule

No operations by subsonic Stage Two, Low Bypass jet aircraft, exceeding 75,000 pounds maximum certified take-off gross weight (MTOGW), may be planned or scheduled at the airport between the hours of 12:00 midnight and 6:00 a.m..

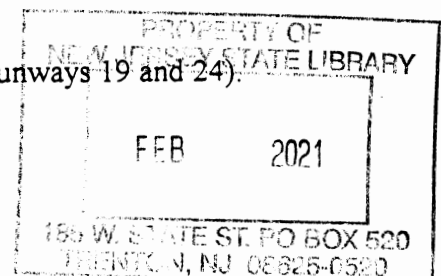
Operators that violate the 12:00 midnight to 6:00 a.m. restriction may lose all operating privileges at Teterboro Airport.

AIRCRAFT/ENGINE MAINTENANCE RUN-UPS

- A. The procedure listed below shall be followed by all persons who engage in aircraft/engine maintenance run-ups.
1. Jet and turbine engine aircraft run-ups are prohibited on ramp areas. Piston powered aircraft, when positioned away from buildings and vehicles, may be conducted on ramp areas. Caution should be exercised in order to prevent undue noise and prop blast on airport tenant areas. Aircraft shall not be positioned so that propeller slip-stream or engine exhaust is directed at spectators, personnel, hangars, shops or other buildings in such a manner as to cause personal injury,

property damage or the actuation of sprinkler systems and fire detection systems.

2. Prior to conducting a maintenance run-up, including piston powered aircraft run-up on ramp areas, the operator shall provide the following information to Airport Operations, at 288-1775.
 - a. Operator name.
 - b. Aircraft owner.
 - c. Type of aircraft.
 - d. Aircraft registration number.
 - e. Whether aircraft will be escorted to run-up area.
 - f. Total expected time of run-up operation.
 - g. Engine power settings anticipated and approximate time at stated settings.
 - h. Reason for engine run-up.
 - i. Run-up area requested.
3. All maintenance run-ups shall be conducted between the hours of 8:00 a.m. and 8:00 p.m., Monday through Saturday. Maintenance run-ups are also permitted between the hours of 12:00 p.m. and 6:00 p.m. on Sundays. In an emergency, the Airport Manager may approve maintenance run-ups during other hours -- on a case-by-case basis. Run-up hours may be adjusted, at the discretion of Airport Management, if the noise impact on the local community so warrants.
4. All aircraft operators conducting a maintenance run-up must maintain a listening watch on the TEB Ground Control frequency (121.9 MHz), if equipped with only one aeronautical communications radio. If the aircraft is equipped with dual aeronautical radios, listening watch shall be maintained on both TEB Ground Control and UNICOM (122.95 MHz).
5. Although it is recognized that, under certain wind conditions, operators may favor aircraft headings other than the preferred headings, Airport Management reserves the right to reposition aircraft and/or terminate maintenance run-ups. Preferred run-up areas and aircraft headings are as follows:
 - a. Taxiway Golf at east extension. Preferred headings are 010 degrees and 190 degrees.
 - b. Taxiway November as close as possible to taxiway Golf. Preferred headings are from 340 degrees to 360 degrees, so that the tail of the aircraft faces into the Lindbergh hangar complex.
 - c. Holding area adjacent to Taxiway Alfa (between Runways 19 and 24).



Preferred location is as close to Runway 19 as possible on a heading of 190 degrees.

Run-ups may be assigned in other locations at the discretion of Airport Management.

- B. These regulations are set forth in order to provide maximum possible relief to residents of the communities surrounding Teterboro Airport. While Airport Management recognizes the need for maintenance run-ups to ensure safety of flight, we ask all aircraft operators to carefully consider the impact of noise on our neighbors and plan run-up activities accordingly.