

**TETERBORO AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE (TANAAC)
MEETING
SUMMARY OF MINUTES**

April 26, 2017

ATTENDANCE

Members and Staff

Renee Spann, Manager, Teterboro Airport
Scott Marsh, Manager Ops and Security
Rick Vander Wende, Manager Contract Services
Tim Middleton, Project Manager, Part 150 Study
Gabriel Andino, Manager, Noise Abatement
Michael Fiscus, Asst. Manager, Noise Abatement
Daniel Gardon, Specialist, Noise Abatement
John Panarello, Manager of Airport Services
Gary Palm, TEB ATCT Manager
Christopher Kelemen, Mayor
Kathryn Gates-Ferris Representative
Kathleen Canestrino, Deputy Mayor
Pierre Gaillard, Representative
Fritz Rethage, Representative
George Muller, Representative
Rick DeHeer, Representative
Frederick Dressel, TANAAC Co-Chair
Hugo Poli, Representative
Paul Griffo, Representative
Bill McKeever, Representative
Ken Goffstein, Representative
Peter Kortright, Representative
Zack McCue, Representing

Guests

Douglas Frank, Mayor
Carlos Rendo, Mayor
Deborah Keeling-Geddis, Councilwoman
David Sims, Councilman
Leonardo Battaglia, Councilman
Stephanie Von Rudenburg
Gary Terzzano
Jeffrey Liva, Borough Official
Diana Frankel
Roy Luyster
Palmer Yale
Charles Iorio
Anne-Marie Ceruso

Port Authority of NY & NJ
Teterboro Airport/AvPORTS
Teterboro Airport/AvPORTS
Teterboro Airport/AvPORTS
Teterboro Airport/AvPORTS
FAA
Borough of Bogota
Borough of Bogota
City of Hackensack
City of Hackensack
Borough of Hasbrouck Heights
Borough of Little Ferry
Borough of Maywood
Borough of Moonachie
Village of Ridgefield Park
Borough of Rutherford
Town of Secaucus
Township of Teaneck
Bergen County
Office of Cory Booker

Borough of Hillsdale
Borough of Woodcliff Lake
City of Hackensack
Borough of Saddle River
Borough of Saddle River
Township of Rochelle Park
CRAFT, Rutherford
CRAFT, Rutherford
NJ Media Group

In addition, a group representing the Hackensack Condominiums was in attendance. The following are those attendees as best could be identified by their handwriting on the sign-in sheet: Constance Bovino, Gerald Weber, Annette Jankowski, Dorothy Monopoli, P.V. Regupathy, Harveena Regupathy, Naomi Weber, Jules and Lisa Mesa, Joseph Zippolifo, Monica Keenan, Judith Montelbano, Luis Sanchez, Rachel Sanchez, Teri Binder, Gabe Wells, Bill Berzak, Peter Marchesani, Jason Some, Michael Williams, Diane Jehle,

TANAAC
Teterboro Airport
April 26, 2017
90 Moonachie Avenue, PA Conference Room
Minutes Summary

Mayor Fred Dressel, TANAAC Co-Chair, called the meeting to order and welcomed attendees. He began the meeting with introductions of the TANAAC Committee for all the guests in the room. The guests included the Mayors of Hillsdale and Woodcliff Lake, and representatives from Hackensack and Saddle River. In addition, a group of residents from Hackensack were present to discuss their issues regarding noise and safety in the area of Prospect Avenue. Mayor Dressel explained to the group that the committee would hold its usual business meeting first and at the conclusion would hear the group's concerns.

Ms. Renee Spann, TANAAC Co-Chair presented some airport information.

She announced that an Aviation Job Fair was being held at Newark Airport (Terminal B) by the Council for Airport Opportunity (CAO) on May 4, 2017. Copies of the flyer have been mailed to the local mayors' offices and additional copies are available for attendees in the back of the room.

Ms. Spann also announced that Teterboro Airport received an Honorable Mention this year at the annual International Aviation Snow Symposium, which is presented by the Northeast Chapter of the American Association of Airport Executives. The Balchen/Post Award is given to five categories of airports in the U.S. snow belt to reward the dedicated efforts of their snow crews in maintaining their airports in safe and operational status during the winter weather season. Teterboro was recognized in the category of "Large General Aviation Airports". Ms. Spann publicly congratulated John Panarello and his team at AvPORTS for the great job they did throughout the winter season.

Ms. Spann advised that we became aware of difficulty in locating or accessing the noise abatement/TANAAC information on the Port Authority website. The airport recently launched a project to correct that problem and increase the amount of information that is available. Once we have the final product, we will send all the TANAAC members information on how to access that data on the website so that they can share that information with their communities.

Renee returned the meeting to Mayor Dressel, who initiated the regular agenda.

OLD BUSINESS

Mr. Timothy Middleton, Port Authority Project Manager for the study, reported on the 14 CFR Part 150 Study.

- Mr. Middleton noted that they expect to submit of the noise exposure map to the FAA in May.
- There is a Technical Advisory Committee (TAC) meeting on Thursday, June 29, 2017, at 90 Moonachie Avenue, from 2 p.m. to 5 p.m.
- Mr. Middleton, added the updated schedules for the study will be uploaded to the website next week.
- He noted that the Spring Newsletter of the study will be issued in May. You can sign up to receive the newsletter by going to the website and providing your email address.
- Mr. Middleton reiterated the importance of the public's input and participation in this study.

- All information about the study is online. The link to the website is: http://panynjpart150.com/TEB_homepage.asp

Mr. Scott Marsh reported on construction projects at and around the airport.

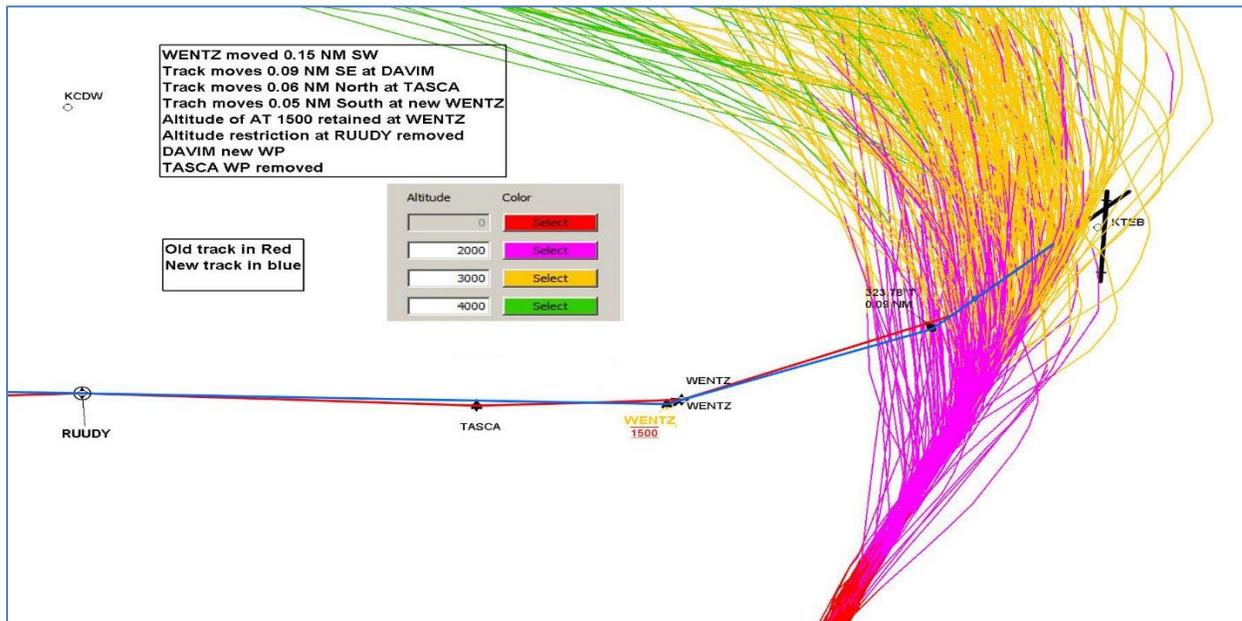
- There is one project at the airport slated to start in August that could have operational impacts. We don't have the staging information yet, but we will report on this project at the July TANAAC meeting.
- The other construction project is not on airport, but will impact the area. Beginning on May 15, Malcolm Avenue (aka Franklin Avenue) will be repaved. From May 15 to June 2, there will be lane closures. Then on June 2 and 3, the road will be closed during the evening into overnight hours.

NEW BUSINESS

Mayor Dressel introduced the report on the RUUDY Six departure route.

Mr. Gary Palm, Manager of the Teterboro Airport Air Traffic Control Tower, introduced Mr. Joey Medders and Mr. Bill Wise, who assisted him in reporting on the RUUDY Six departure.

- This departure is named after a gentleman who was instrumental part of many procedures at TEB and a big proponent of noise abatement procedures at the airport. The number is simply the version of the departure. (Six replaces version Five)
- What is in process right now is a slight variation in the established SID - Standard Instrument Departure - that has been used at the airport for years.
- Originally the modification was proposed by the NY TRACON to address some issues with pilots not adhering to the procedure, in particular course deviations and altitude restrictions. This could have serious implications to EWR approaches.
- The purpose of the modifications is to provide TEB departures off Runway 24 (departing to the south) 1000 feet separation from EWR arrivals to Runway 22 until course divergence can be established. This means that we want their flight paths to deviate, not follow the same path.
- After the gentlemen from the FAA shared some technical data, Mr. Palm noted that there were navigational fixes added to the procedure to ensure that pilots fly the route more accurately. The variations are small, just a few hundred feet.
- The Flight Management System (FMS) in the aircraft navigate to these fixes.



Mr. Andino reviewed the statistics for first quarter of 2017.

Total operations for the first quarter of the year were 39,381, an increase of 6.04% over the same quarter in 2016. Jet movements were 33,611, which was an increase of 7.09%. Nighttime operations (between 11:00 pm and 6:00 am) for the first three months of 2017 were 2,001, which was 5.08 % of total operations.

Mr. Andino also reviewed the LDN(A) (day/night average aircraft noise levels) on the six permanent noise monitors for the first quarter of 2017. Compared to the same period of 2016, levels, RMS 101 in Carlstadt had a very slight increase of .02 decibel (dB). RMS 102 in Hasbrouck Heights showed a decrease of 5.4 (dB). RMS 103 at Hackensack hospital and RMS 104 in Hackensack showed increases of 1.5 and 1.6 (dB) respectively. RMS 105 in Bogota was static. RMS 106 in Moonachie had technical difficulties so there was no data to report.

In the first quarter of 2017, 311 Noise complaints related to Teterboro Airport traffic were received from 108 residents, which include 106 complaints from Rutherford and 46 from South Hackensack. Mr. Andino also included a breakdown of the complaints regarding TEB traffic from thirty-two non-TANAAC towns for the quarter. These numbers included 44 complaints from Ho-Ho-Kus, 10 complaints from Mahwah, 8 from Newark and 7 each from Ramsey, Waldwick, and Woodcliff Lake.

With regard to noise violations, there were 15 first violations during the first quarter of 2017, which was the same as the first quarter of 2016. There were 3 second violations and 2 aircraft were banned during the first quarter of 2017. Aircraft are banned if they receive 3 noise violations in a 2-year period. This is our primary enforcement measure to motivate aircraft to adhere to the noise level restrictions at TEB.

OPEN DISCUSSION

At the conclusion of the regular business, Mayor Dressel opened the floor for discussion to the Hackensack contingency.

The TANAAC Representative from Hackensack, Deputy Mayor, Kathleen Canestrino made a statement.

“Our primary concern for the City of Hackensack is the air traffic over, especially that flies over with such close proximity to Prospect Avenue, which is without a doubt the most densely populated area in this part of Bergen County. In addition to that, it flies over a number of our schools, and it flies over the Hackensack University Medical Center. We were thrilled last year when we heard of the alternate flight plan to bring the air traffic down and over Route 17. And we were very excited to hear that testing was to be done and folks were really taking action. And we feel really the need for proactive action. Fortunately, we have not had an incident in Hackensack. We don't want to have an incident in Hackensack, and that is primarily why we're here today. From my understanding, limited understanding, there was not a lot of usage of that particular experimental flight plan over Route 17. And I look at it this way - if I am going to visit the gentleman next to me and I do it frequently, I have a way that I drive there. And if someone comes to me and says well, we'd like you to try this other way. I may try it, I may not. I'm going to go back to the way I'm accustomed to. To me, if you are going to make a decision, you need to have a fair amount of data collected in a uniform and even way to make that decision. And, correct me if I'm wrong, but from what I'm hearing that was not done. Tonight, the discussion, when we talked about the changes for your departures to eliminate a potential conflict with Newark arrivals, that change was made rather quickly, it seems. I mean, you have an FMS system that you are using in your aircraft, I asked specifically, GPS monitored, driven to make those kinds of changes, to alter and make changes. It's not all that difficult. Your pilots are equipped with a flight management system that is guiding them. So why not give us a fair shot at this optional flight plan. Put it into effect seriously. Collect the data and see where we are. For example, we also have had numerous problems with our schools. And to that point, the airport and FAA together actually admitted the problems we had in our Jackson Avenue School, replaced windows, provided air conditioning because our students couldn't hear due to the noise. We're having the same issue at our Hillers School. You go up there, I've spoken to those teachers, the warm weather is coming, they cannot leave the windows open. So the school must be very warm because the students cannot hear the teachers if the windows are open with the aircraft noise. That's how bad it is. The Medical Center - I was there this week. The Hackensack University Medical Center is probably the finest medical institution in probably the tristate area. To maintain their standard of excellence, they are doing a significant improvement, an addition to the medical center with state-of-the-art operating rooms, etc. So the traffic into that hospital will only increase. While I was there, viewing the property, a helicopter was landing bringing patients, and an aircraft was not that far away. You know, this is to me such a potentially dangerous situation that could all be avoided. And the residents that are here are very upset about this, very concerned, and we've asked for your help. We thought we were on the right track, and now we're back peddling it again. Please listen to us, listen to the residents who are going to speak here tonight, and let's fix this problem before we have a horrific accident in the City of Hackensack. Thank you for giving me the opportunity to speak and I hope you'll hear from other residents here tonight.”

Mayor Dressel replied, “I think it would be in the Committee's best interests if I just took a few minutes of your time to tell you where you are when you come to a TANAAC meeting. This group was put together by myself and about six other mayors thirty years ago. And it was done because we saw some plans that the Port Authority intended for the airport that we weren't so happy about. We were unhappy about increasing noisy jets, and at that time they were increasing by leaps and bounds. So we got together with then manager of the airport, which was with Johnson Controls at that time. The Port Authority didn't have a presence at the airport then like they have today. He convinced a committee of mayors to work with the Port Authority and create this committee. We have no authority. We are an advisory group and we take under consideration the comments that we get from the members of the committee. And we extended the effect of the committee to a five-mile radius around the airport. Any community that was within 5 miles of the airport was welcome to come and have a representative of that community come and sit here and be involved in whatever discussion we had. And because airport noise, like any other noise, if you move it 10 feet, somebody else is going to get more noise than they had before. So it's very necessary that we have all the communities being involved in whatever course we want to take. Ten or twelve years ago, myself and another mayor who was very concerned about the hospital brought up the point about the flights headed at

the hospital. I was a patient in the hospital and could see the planes coming up in the windows. So for someone who wasn't used to it, it could be alarming. We thought it was a worthwhile suggestion and the airport and the hospital at that time agreed with us, so we made the suggestion to the FAA to look into the situation to see what might be done to provide a more practical safety solution to what we perceived as a potential problem. That was all we could do. That's all you can do. That's all that could be done here. The Port Authority has no authority move planes around in the air. Once those planes are in the air, they under the complete jurisdiction of the federal government in the power of the FAA. As you saw this program up here, this minor revision to avoid violations of airspace of different flights goes through a long and tedious process. So for whatever reason we made that proposal, it went to the FAA, last fall or late summer we got notified that they were taking the proposal under consideration and establish a timeframe for test flights. Then it was in the hands of whoever has to fly the plane and evaluate the effectiveness of that. So that's it. It did not work out well as far as we're concerned. And strangely enough when the news went out, a lot of people got upset in the Mahwah area that felt there was going to be noise over their homes that they never had before. I knew that was going to happen, we knew that was going to happen, so we sent letters to all the towns that were going to be newly affected to let them that this was happening so they would have a right to voice their opinion as to what they thought and how they felt. Just like everyone else has that right. We felt that it was fair to them that if the FAA decided that it was a worthwhile project to be aware that it was happening. So there was as much excitement about that as we have here today. We had almost as many people at that meeting as we have here tonight. And the test went on according to FAA procedures." Deputy Mayor Canestrino asked for a copy of the FAA's report on the test. Mayor Dressel replied, "If there has been a report generated, I'm sure we would be able to get a copy of it for you. Strangely enough, once the flight plan was announced that it was going to be taking place, we had complaints from areas that had never complained before. The flights had not taken place on the new route yet and we had complaints."

Ms. Canestrino continued, "Noise is one thing, it's very unpleasant. But safety has to be taken into consideration."

"Safety is the prime goal of the FAA and these people here (at the table). The people who operate this airport, they don't want planes falling out of the sky. Nobody wants that. And not to be picky here, but the plane that flew into the Strawberry warehouse was taking off. And it was ill-loaded and improperly managed. It wasn't landing. My point is this, we don't have the authority to do anything. We can help you to some extent if the committee decides to implore the FAA to resurrect this plan to get some more specific data, I don't think that is an undoable thing. We cannot solve your problems. We can show you how, we can help you if we decide it's in our best interests and if other people come along and object to what we're trying to do. Well, the devil is in the details there. What's going to happen once that's done. There is no doubt in my mind about what you said or in anyone's mind what you say the bothersome of the airport. I've lived for 52 years in Moonachie. I sit in my bedroom and I can see helicopters and planes landing and listen to them. I know what you mean. We have a school in our town and unfortunately that school is outside of the noise zone and doesn't qualify for aid to quiet it down. Strange. But that's it. You're here for a purpose. You have a spokesman, your committee spokesman. I know some people talked to Renee..."

A question was raised about the FAA being present to speak to the group. Another question was raised about TANAAC speaking to the FAA on the group's behalf.

"If the committee agrees to lend assistance, we can do that. However, there needs to be discussion before that can be determined."

Ms. Spann interjected, "The Quiet Visual Approach, which was the approach that the Deputy Mayor alluded to, that had been tested last year, was about 10 years in development. I'm not sure how long the FAA was actually working on the RUUDY Six. But none of these approaches happen overnight. So, once one airplane or one flight track is moved, it impacts a huge number of operations because we really do have quite

a bit of air traffic that happens in this area. We are probably the busiest from an airspace perspective of any other part of the country. So I know it sounds easy to say, just move it over a few feet, but it really isn't. I don't have the expertise in that but there are people in this room that do have that expertise. This evening we had planned a discussion to talk about the RUUDY Six, which is depicted here on the screen. To just make those few changes, a few hundred feet one way or the other, took months, maybe over a year. I know we've been talking about this for a really long time. It takes a lot of planning. We wanted to sit down with your group in a separate forum so that we could talk specifically to your concerns. Talk you through the entire process of the development of the Quiet Visual, how it was tested, what the issues were and why ultimately the FAA made the decision not to move forward. We are here to work with the communities surrounding the airport. There are 14 communities that are invited to participate in this process and unfortunately, we have not had the level of participation that we would like to have and that we need to have. But that's why we're here. We're here to hear and understand your concerns and as the representative that sits around the table, it is really your responsibility to bring these issues to the airport before it becomes a crisis. So, I am begging you, all of you who are here today as committee members, please continue to participate on this committee. We meet quarterly, we send out information on anything that is of critical importance that is happening at this airport that affects your communities. And we need you to be invested. We urge you to continue to participate and bring these issues to us. Now as Mayor Dressel said, we are not the authority in airspace issues, but we can facilitate your contact with the FAA. We did for the Quiet Visual, we're working now with the town of Rutherford. They had some concerns, they brought them to us. We set up a separate meeting so that we could talk through, very specifically, what their issues were. They had someone as part of their group that had some airspace knowledge. He gave us an idea that we are currently work through with the FAA. That's why the committee is here. So, I'm sorry that people who were for information on how to get in touch with the airport, of how to get in touch with the FAA, or complaints about noise, I apologize if you weren't able to find that information on the Port Authority website, on the Teterboro website, we are looking at that now. We hear you. This is not the first time that it has come to attention recently, so we are going to work to fix that. But we have resources. There are phone numbers that you can call. Noise complaints, I think are fairly prominent on the website."

Deputy Mayor Canestrino agreed to speak to Ms. Spann after the meeting to set up a follow-up meeting, and continue to pursue the proactive approach that the Hackensack citizens are here tonight to employ.

Mr. Gary Palm noted that he is present as a representative of the FAA and although, he cannot make changes himself, concerns are funneled through him to other areas of the agency for consideration. He added that changes to any approaches or departures take varying lengths of time depending on many, many factors. But he would gladly bring information to a separate meeting as Renee as described and work with the group there. He would gladly review and explain all aspects of the Quiet Visual approach from beginning to end.

A concern was raised about air pollution preventing residents from opening their windows in the summer. Mayor Dressel replied that a few years ago, the Port Authority sponsored an air quality study at the airport. The result of that study was that the air quality was not good in the area, but source could not be distinguished between all the road traffic and the airport. He added that pollution is a major factor about living in this area. And that is one reason that he has stayed part of TANAAC all these years. To keep a presence of the community under the nose of the Port Authority and let them know that we are concerned and that we are bothered by what the existence of the airport poses on our community. It's manageable to some degree, not always to our satisfaction, but it's manageable.

Mr. Gerald Weber spoke, "The Condominium, Cooperative Unit Owners and Apartment Dwellers Advisory Board was created by the city of Hackensack government to improve the quality of life in our town affecting the residents of condos, coops and multi-family dwellings outlined in the enabling ordinance. As members of that Board, we object to the noise and pollution and most of all the danger that these flight pose to our

community. We are cognizant of the issues. We feel that the test for the alternate approach was not a good test.”

Ms. Spann responded, pilots are responsible for the operation of their aircraft. They have the decision what route they are going to fly.

A resident asked if they wrote a letter, would TANAAC support them. Mayor Dressel replied that the history of the committee indicates that we probably would, but he couldn't speak for the committee at this time. ** Upon further urging from the resident, Ms. Spann replied, “You have to understand that we are not the experts. At the end of the day, it is the FAA that will have to come up with whatever possibilities there are for any kind of change in approach paths to this airport that will accomplish what you're looking to accomplish. I will support the effort to look at it again. But at the end of the day, it has to be something that the FAA can endorse, that the pilot community can endorse, and that does not endanger anybody else in making this happen. So in other words, you can't move it from here to there but, oh, there is a chance that it is negative affecting this town over there. That is one of the guidelines the FAA has to follow. So that's why it's not a simple process. And no, I'm not easing out of your question, but I'm not going to commit to endorsing your plan, I don't know what your plan is. I will commit to working with the community and the FAA to try to come up with another plan that can address your concerns. That I will commit to. That is what our mission is here on this committee. So we have always been committed to that. But I have to say, your town has to continue to participate on this committee.”

*** This part of the conversation took place later in the meeting, but was placed with the initial conversation for continuity purposes.*

A nurse from HUMC reiterated her concerns for safety.

Mayor Dressel repeated that the committee has shared those same concerns and that is why they initiated the request to the FAA for an alternate approach ten or twelve years ago.

A question was raised about the reported noise levels whether they were the average or the peak. {Average.} A resident indicated that he would like the committee to report the peak noise levels.

Mayor Dressel reviewed the noise level restrictions at TEB. Depending on the Runway in use, the limits are 90 or 95 (dB) and 80 (dB) at night.

Ms. Spann continued Teterboro has the premier noise abatement program in the country. The ‘3 strikes you're out’ rule is unique to TEB. We are very serious about our noise abatement program. We banned 2 aircraft this year, and if you could hear the responses from those aircraft, you would see that being banned is taken very seriously by users because operating at TEB is critical to their business. This has proven to be an effective tool for managing noise levels. As you have seen from the presentation tonight, the number of repeat offenders drops significantly after they receive their first violation. We knew that noise was an issue at the airport so that's why we worked with the FAA proactively years ago for a solution to these issues. She reiterated her offer to hold a separate meeting so that, we can constructively work with you to teach you a little bit about how airports operate and we can also learn from you. Then we can work together to come to some resolution to hopefully address at least some of your concerns.

A resident voiced her concerns about altitude of the aircraft and the frequency of their flights. Again, Ms. Spann urged that her offer to hold a separate meeting be accepted

Carlos Rendo, Mayor of Woodcliff Lake, noted he believes that there seems to be a transparency issue concerning the report from the testing / study of the alternate approach. “We live in the most densely

populated area in the nation, and we need to find the path of least resistance. The current route is not the path of least resistance. Why wasn't the path over Route 17 implemented? We have no information and as a body, we are requesting that we address the FAA about this issue. Secondly, the size of the planes is getting larger, the frequency is getting more, who controls that? Teterboro." Mayor Dressel responded, "Teterboro Airport is certificated as a General Aviation Airport with 24-hour operation. The size limitations that are imposed by the airport are due to the limits of the airfield infrastructure. In fact, the Port Authority fought with Boeing years ago against bringing in a business jet because it would be too heavy for the pavement. Any operation of any aircraft in the air is governed by the FAA. And the airport has to operate under the guidelines of the FAA."

Mayor Rendo continued that "it seems that we as a public body could address the FAA with our concerns."

Mayor Dressel noted that "the members of TANAAC are just concerned citizens like yourselves (the attendees at the meeting) who represent the concerns his or her town. We understand your concerns, we share them, and we as a committee work with the airport, the Port Authority, to seek resolution / relief. That is why it is so important that the group (from Hackensack) accept Ms. Spann's offer to have a separate meeting to be educated about how the airport and air traffic work within the confines of the FAA regulations. It is important to understand the limitations that the airport operates under and what we can and can't do. We will work with you to address your concerns. We will have the appropriate representatives from the FAA as well as airport management and staff at the meeting so we can properly answer your questions and work toward some resolution."

A question was raised about when the FAA will be contacted. A suggestion was made by Ken Goffstein of Teaneck to contact the FAA on social media, like Twitter.

Mayor Dressel spoke to the term transparency, which he said has a connotation of people keeping secrets that they don't want out. "The report in question has not been hidden or buried. We were notified that the FAA decided, because of lack of use, not to move forward with the alternate approach. The committee didn't ask for more information."

Mr. Griffo added that Representative Torricelli helped TANAAC get the money for the noise abatement system and we installed it. And Representative Rothman was a big defender of what TANAAC was doing. Mr. Griffo explained that he is not an elected official, he represents Rutherford on the committee as a concerned citizen. He has been on the committee since about 1991 and one of the first concerns that came up before the group was noise levels at the Hackensack University Medical Center (HUMC). The group worked very hard for a long time to get the FAA to consider changing that route. The committee was elated when the testing and then when it didn't happen, they were devastated. Things that happen that are outside the committee's ability to do anything. The committee has been fighting on behalf of the HUMC for a long time. Mr. Griffo added that committee is not against the group from Hackensack. They very much want to see some relief for the hospital. He noted that the committee has worked very hard for a long time on noise abatement issues for the whole area around Teterboro Airport. And there is frustration between what can be done and what we would like to see. But Mr. Griffo urged that group to accept Ms. Spann's offer for a separate meeting. He attended such a meeting with a group from Rutherford not too long ago and the information shared was extremely helpful. It is important to understand the magnitude of the problems that the airport faces every day. And what that means for the things this committee wants to do.

Mr. Zack McCue reported that he was in attendance representing Senator Cory Booker's office. He added that the Senator is very interested in the issues brought up tonight.

Mr. Middleton noted that he has a copy of a letter written in 2007 at the request of TANAAC to the FAA asking them to look at changing the approach over the hospital signed by Senator Lautenberg, Senator Menendez, and Congressman Rothman.

Deputy Mayor Canestrino expressed her concerns that the test of the alternate approach was not valid. Mr. Palm emphasized that the FAA will continue to work with TANAAC. The group's desires will need to be funneled through TANAAC, and then those can be brought forward. "Your concern right now is the validity of the test. We can take that concern and work that through the committee and see what options are available and we'll bring those forward. Cannot say if there will be options, but your concerns will be brought to the attention of the appropriate authorities. Start with the whole picture, have the meeting that Ms. Spann is offering, and have your TANAAC representative bring your desires to the committee."

Several concerns were raised about getting the FAA to attend a TANAAC meeting. Mr. Palm regularly represents the FAA at TANAAC, and he is able to relay requests to the appropriate parties in the agency. Laura Stensland, FAA District Administrator, who was in attendance for the RUUDY Six discussion agreed to return with the necessary information for future discussion of the concerns that the Hackensack residents posed tonight.

Members of the group continued to express their concerns for safety.

Deputy Mayor Canestrino summarized by saying that she thinks the follow-up meeting is critical to their cause and she would like the FAA to bring the report / documentation about the development and testing of the alternate approach. She would like to work together with the FAA, the Port Authority and TANAAC proactively to find a solution to the situation they face with flights going over the high rise condos and the Medical Center before there is an incident in their town.

Mr. John Panarello interjected for clarity that the FAA did not develop the alternate approach. Pilots who utilize Teterboro Airport in conjunction with TANAAC designed it. Then the proposal was submitted to the FAA for acceptance and approval. The FAA has a lot of rules. Conversation at this meeting has been about aircraft in the air and separation, but we need to consider aircraft landing. A safe speed and altitude for descent are very critical. So those along with obstructions and runway proximity are some of the things that must be considered in making any change. It was a partnership from the beginning with the airport, the pilots and the FAA with safety being the number one consideration.

Deputy Mayor Canestrino reiterated her concerns for safety.

A resident of Rutherford who is part of the CRAFT group added that residents need to also consider the future of the airport -- what plans there are for more and larger aircraft.

Ms. Spann announced that the airport will work with Deputy Mayor Canestrino to coordinate a follow-up meeting.

With no other business to come before the committee, the meeting was adjourned.

The next regular meeting of TANAAC is **July 26, 2017**, at 6:00 p.m. Please note the earlier start time.